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ATLANTIC FISHERMAN

JANUARY, 1944

CONSERVING ROPE...



HELPS
THEM
... and
YOU!

● Soon after Pearl Harbor the Japs gobbled up the world's largest sources of rope fibre—the Philippines and Java. Other sources have been developed, but the country's stockpile is still critically low. It thus becomes the duty of every American to learn how to conserve rope—and to show others—so that our Armed Forces will have all they need to hog-tie the Jap and Nazi thugs.

Some simple and effective ways to make rope last longer are explained in a WPB-sponsored booklet, "The Rope You Save Fights For You." Free copies are available for distribution to rope users everywhere. Write us for as many as you need.

COLUMBIAN ROPE CO.
Auburn, "The Cordage City," N. Y.

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Boston Office and Warehouse

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SALUTE TO OUR "BEACH BUSTERS"!

America's way of life has always provided, for the vanguard of its defenders, men superbly trained and distinctively qualified.

Tough and waterwise, in a daring but know-how competence and resourcefulness, our fishermen, commercial boatmen and summer skippers—adventurers afloat—are the war-welded "Beach

Busters" of today's amphibious vanguard.

The finest in marine power and hulls should be theirs. It is! . . . Their important accessories should be marine engineered. They are! . . . There should be constant development for special requirements — research, improvement. There is!

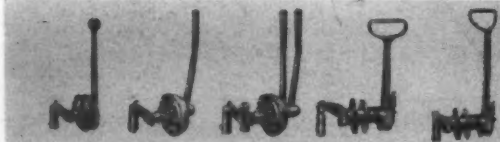
MARINE PRODUCTS CO.

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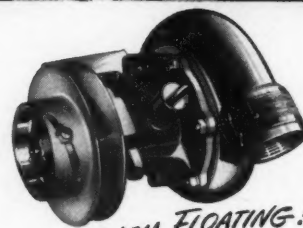


DETROIT 7, MICHIGAN

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MARINE PRODUCTS THROTTLE AND CLUTCH CONTROLS . . . Surf raiding requires responsive, positive, easy control. No place for lumbering, laborious installations. No place for outmoded linkages, for distortion, binding or lost motion.



KEEP 'EM FLOATING!

MARINE PRODUCTS BILGE PUMP . . . Three series—150 g.p.m.—at various head pressures—threaded pipe or hose connection; one series 50 g.p.m.; one series 250 g.p.m. ★ ★ ★ Misplaced ocean must be tossed overboard fast. No place for puny, unstreamlined flows faltering or failing over sand, grease or debris—including fish scales. (Fishing, too, is a fighting trade as evidenced by high priorities accorded this important food front industry.)

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(PRONOUNCED "FLEW-GER")

Much of the success of every trip out for fish depends upon the hooks used. Hooks should be strong enough to hold their shape—have points that *stay sharp*—and a smooth finish that resists rust and corrosion. On thousands of commercial fishing vessels, all hands on board depend upon the quality construction built into hooks bearing the name "PFLUEGER." They find that PFLUEGER Hooks save time and work baiting—have strength to hold heavy, fighting fish—and, save money in long service. For profitable catches with money saved, take Pflueger Fish Hooks—made from 79 years of fish hook experience. If you do not have a dealer who can supply you with PFLUEGER Hooks, write us and we will tell you who sells our product in your locality.

THE ENTERPRISE MFG. CO.
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PFLUEGER
A GREAT NAME IN
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★ BUY WAR BONDS FOR VICTORY ★

Built to set the pace *and HOLD IT!*

After more than a decade of service in all types of heavy-duty fishing craft and work boats on the kind of jobs that really put power "through the wringer"—this fact about Cummins Dependable Diesels stands out like an unbroken window in Berlin: They are built to set the pace in dependability, economy and speed—and hold it! Day and night...until the job is wrapped up and delivered.

CUMMINS ENGINE COMPANY

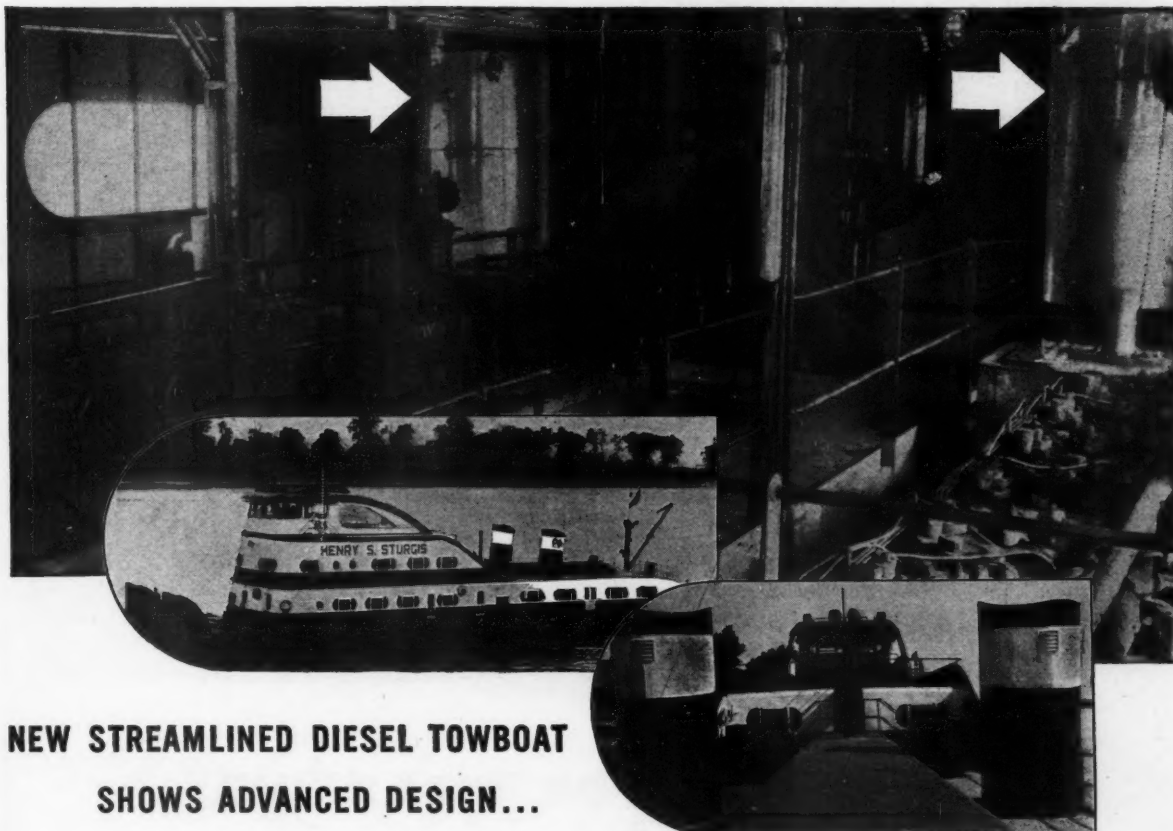
Columbus, Indiana



SALES AND SERVICE

Philadelphia, Penna.....CUMMINS DIESEL ENGINES, INC.
Hartford, Conn.....CUMMINS DIESEL ENGINES OF N. E.

MAXIM SILENCERS on "*Henry S. Sturgis*"



NEW STREAMLINED DIESEL TOWBOAT SHOWS ADVANCED DESIGN...

This new twin screw Diesel towboat, designed and constructed by the St. Louis Shipbuilding and Steel Company, was put into operation by the Ohio River Company in mid September. It carries Maxim Silencers on the air intakes of the main engines, two 7 cylinder Fairbanks-Morse Diesels. Maxim exhaust silencers insure quiet operation of the auxiliary engines which are used to run the generator sets.

This new towboat is typical of hundreds of

other craft of all kinds in its use of Maxim Silencers to insure quiet, safe operation of its engines. Maxims will be found all over the world today on practically every type of naval or merchant marine craft afloat, from submarines to aircraft carriers. The dependability of Maxim equipment and the reputation of Maxim engineering has had much to do with the universal use of Maxim Silencers in today's critical marine installations.

MAXIM HEAT RECOVERY SILENCERS combine silencing, spark arresting, and the recovery of waste exhaust heat to produce steam or hot water, for heating the boat or with evaporators for the production of fresh water supply. Bulletins WH-100, WH-102, WH-103 on request. The Maxim Silencer Company, 74 Homestead Ave., Hartford, Conn.

MAXIM

SILENCERS and SPARK ARRESTORS



NO BUSINESS FOR WEAKLINGS*

* The commercial fisherman risks his life with weather and the sea, and his fortune with the ways of the fish. His is truly an industry where only the strong and capable survive.

Superior Marine Diesels have long played an important part in this hazardous industry—they've been tested by time, and with fishing fleets from the Arctic to the Tropics.

The fact that Superior Marine Diesels are used by the Army and Navy in 22 different types of fighting vessels is, we believe, proof of their economy and dependability.

Superior DIESELS

MARINE 28 to 1160 H. P.

STATIONARY . . . 31 to 1160 H. P.

GENERATOR SETS . 12½ to 770 kw.

SUPERIOR ENGINES

Division of The National Supply Co.

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750 Ton Flapjack!

HISTORY was made when the destroyer escort, U.S.S. *Bunch*, was "rolled over" successfully at the Defoe Shipbuilding yards at Bay City, Michigan. For this was the first time a steel-welded ship more than 300 feet long and weighing over 700 tons had been built upside down.

The same engineering feat that made it possible to build the U.S.S. *Bunch* in record time is producing an ever increasing fleet of sister ships—many of which are already in service on the high seas.

Defoe's unique "flapjack trick" with ocean-going warships does away with conventional ship scaffolding and allows workers to stand over their job at all times. Defoe construction methods deliver *twice the*

production per man hour resulting in double the number of ships built at half the labor cost per vessel.

Resourcefulness in developing new methods and shortcuts to speed delivery of ships to the Navy is typical of Defoe engineering tradition. And when our fighting men and their allies have dealt a knockout to the Axis, the same competitive spirit, skilled workmanship and

"know how" that are now setting records in producing for Victory, will be reflected in even greater values of Defoe products to serve peacetime America.

★ ★ ★

BACK THE ATTACK—BUY WAR BONDS
Defoe Workers take more than 10% of their pay in War Bonds

"Next to our immediate task of building warships faster and faster, the first responsibility of Defoe is to plan for post-war operation that will provide the maximum of gainful employment."

HARRY J. DEFOE
Founder Defoe Shipbuilding Co.

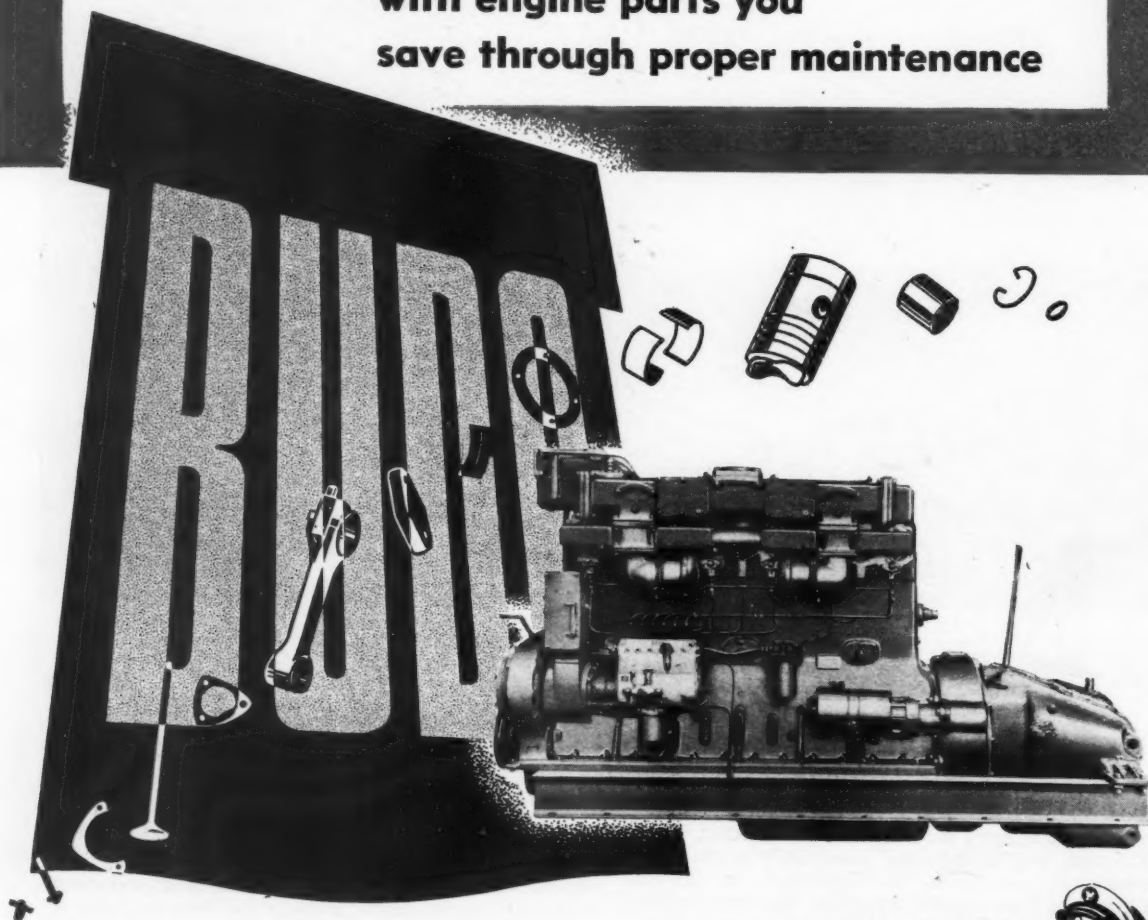
DEFOE SHIPBUILDING COMPANY, BAY CITY, MICHIGAN

Defoe

Ships for Victory
Servants for Peace

Three White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

BATTLES are being won...
with engine parts you
save through proper maintenance



IN the last stages of the struggle for Victory it is more important than ever that all fishboats and work boats be maintained at a high degree of operating efficiency. Give your BUDA Diesel proper care with definite periodic maintenance and help save critical materials for Victory equipment.

Get in the Scrap
don't make it!



Every engine part you save means one more for the battlefront. Take care of your engine regularly—check your instruction book for details on lubrication and service.

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HARVEY
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DIESEL ENGINES
for More Horsepower Hours
per Dollar!

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NETTING

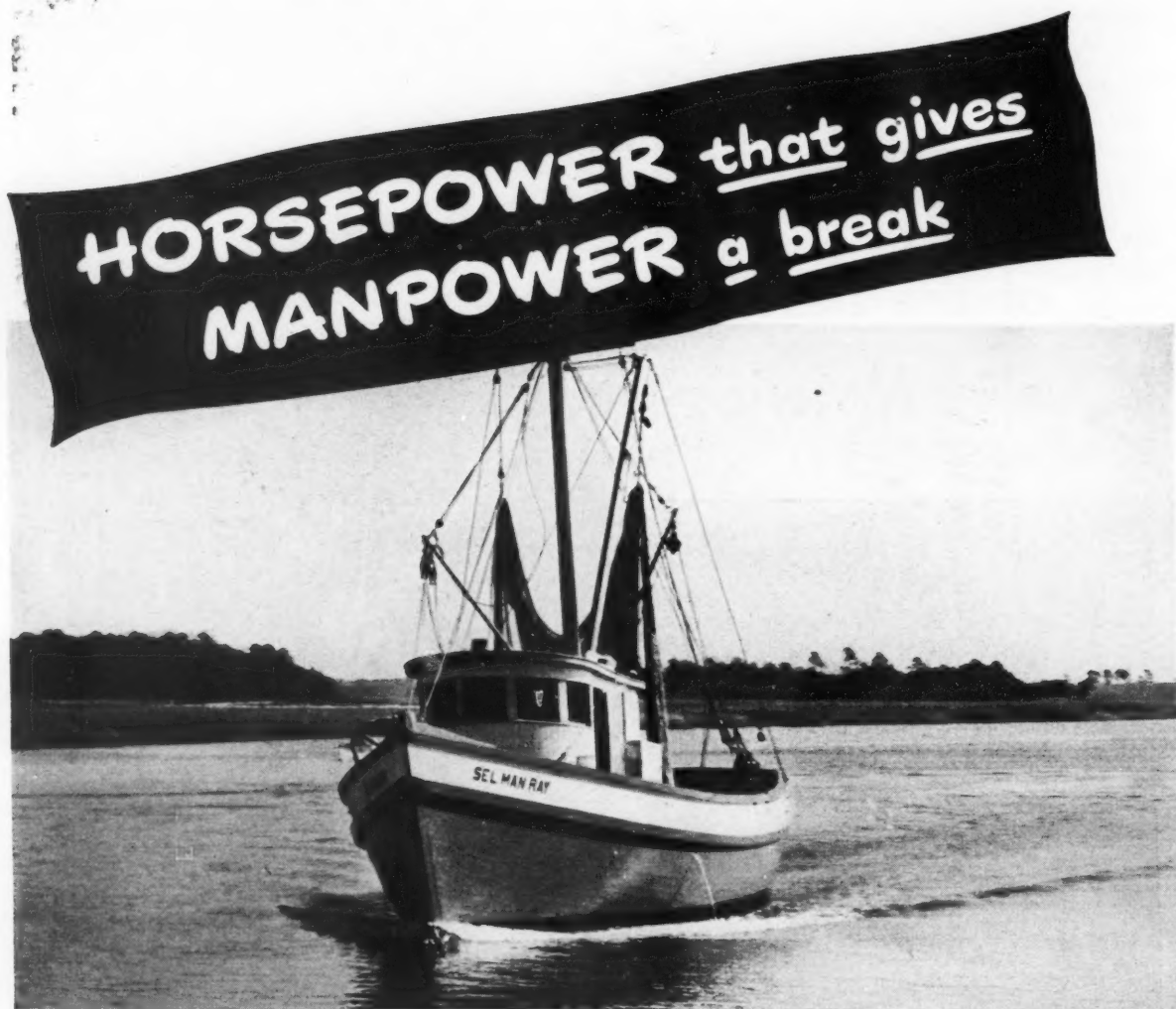
Precisely Made
of the best
Quality Materials



For Better Service on the Banks

Gold Medal Nets are an example of one of the many outstanding American Net and Twine Division products. They are fabricated from best quality twines; reinforced at critical points, to make the strongest, most durable nets possible. They are designed for maximum wearing service, but good care will make them last still longer. Remember, nets are vital for victory.

The **AMERICAN NET & TWINE** Division
Of The *LINEN THREAD CO., Inc.*
60 East 42nd Street, New York City 17
GLOUCESTER — BALTIMORE 3 — CHICAGO 10 — SAN FRANCISCO 5
Netting Headquarters Since the Year 1842



SEL-MAN-RAY (Thunderbolt, Ga.) — 50-foot shrimp boat, powered by a "Caterpillar" Diesel Marine Engine. Uses 3 gallons of 10-cent fuel per hour.

GOOD men are scarce these days, and a lot of fishing craft have to work short-handed. A busy skipper has no time to tinker with a temperamental engine.

In the tremendous job of supplying food for the armed forces and civilians, fishermen are fortunate if they have the steady, dependable power of "Caterpillar" Diesel Marine Engines in their boats.

If you are among those lucky ones, take good care of your "Caterpillar" Diesel. See that it gets regular lubrication and inspection. When adjustments or repairs are needed, get the expert advice of your "Caterpillar" dealer. He'll help keep your engine on the job, and if you are qualified to have a new "Caterpillar" Diesel, he'll do all he can to help you get it.

THE "FIGHTING FOUR"

These four things are essential in keeping your "Caterpillar" Diesel Marine Engine in fighting trim

INSPECTION—Check up frequently. For expert inspection of operating parts, call a trained "Caterpillar" service man. Read the *Operator's Instruction Book*.

LUBRICATION—Use the right quantity of the right oil at the right time in the right place. Keep it clean and replace it before it deteriorates. Read the *Operator's Instruction Book*.

ADJUSTMENT—Tighten all bolts and make other operating adjustments. Read the *Operator's Instruction Book*. For adjusting fuel injection valves, etc., call on your service dealer.

REPLACEMENT—Your "Caterpillar" dealer can replace or repair worn bearings, cylinder liners and other parts, saving time, money and materials.

CATERPILLAR DIESEL



REG. U.S. PAT. OFF.

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TO WIN THE WAR: WORK—FIGHT—BUY U. S. WAR BONDS!

At present our 500 workers and our entire facilities are producing mine-sweepers and Navy tugs.

**BUY MORE WAR BONDS
AND STAMPS . . . NOW**

HE LEARNED BOAT BUILDING TWO WAYS

Norman H. Hodgdon, Jr., Superintendent of the Fitting-Out Dock, has a two-way education in boat building. First he learned the theory by graduating, in 1931, from Tabor Academy, famous nautical school in Marion, Mass. Then he learned the practical side—in the school of hard knocks.

He helped to build the 83-foot yacht "Pilgrim," then opened his own shop. When the war began he brought his energy and training to us and is now working on boats for the Navy.

Norman H. Hodgdon, Jr. is another of the "old timers of the future" who are helping American shipyards to make their important contribution toward the winning of the war.

BAR HARBOR

BOOTHBAY HARBOR

PORTLAND

FRANK L. SAMPLE, JR., Inc.

★ Shipbuilders ★

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet
Member of: Maine Boatbuilders and Repairers Association, and Atlantic Coast Boat Builders and Repairers Assn. Inc.

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and has the holding ability to tame a bucking PT!



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PT—ELCO NAVAL
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PTs Save POUNDS with
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UNCLE SAM SPECIFIES DANFORTHS—BECAUSE

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We are proud that PTs are Danforth equipped . . . and because the Danforth saves weight, it contributes to the dazzling speed and maneuverability of these tough little in-fighters. • An ever-increasing number of U. S. and Allied vessels, including frigates; sub-chasers; sweepers; amphibian jeeps and "ducks"; ocean-going "green dragons" and half a hundred other types of war craft are equipped with Danforths—the anchor for your boat.

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• BUY WAR BONDS

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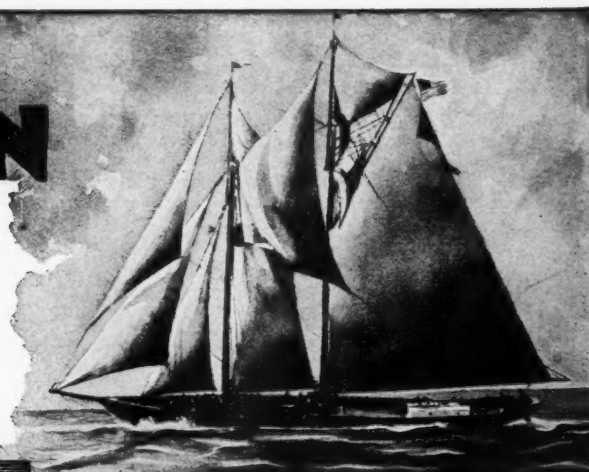
P. G. LAMSON, Publisher

GARDNER LAMSON, Editor

20 cents a copy

\$2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



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NO. 12

Good Quality Now Will Insure Post-War Market

VARIOUS members of the fishing industry have stated that quality standards have been lowered since the advent of ceiling prices. No doubt, these opinions have some justification, and should receive the attention of all concerned.

It is true that OPA takes no recognition of quality in its regulations, and all fish of a like variety and within certain size limits, have a uniform price at a particular handling level.

Formerly, of course, the better quality fish brought a premium price. Inshore boats, landing frequently, caught fish that were considered choice grade. On the larger vessels, such as trawlers, the "top," or last caught fish, brought a higher price than bottom fish that were not as fresh.

With a price differential for quality, there was incentive for fishermen to use care in handling their catches, and reason to bring them to port rapidly and as often as economically feasible.

Under present-day conditions, all grades of fish have the same value, and with good prices existing, there would seem to be a natural tendency for fishermen to stay out long enough to fill their holds, and to do so with a minimum amount of effort.

However, there are factors which limit the length of trips, such as weather conditions, operating range and the desire of crews to get home at normal frequencies. As a result, time at sea for the majority of boats has not changed materially.

Nevertheless, it is reported that proper handling of fish aboard ship sometimes has been neglected. Work of dressing the fish has not been always carried out as carefully as formerly, and icing sometimes has been insufficient.

Some people believe that quality should be considered in the ceiling price schedules, but such a plan, desirable as it might be, is apparently impractical.

Discrimination in quality would entail the establishment of certain standards. Who is to be the judge of what these standards should be, and what fish meet them? One person's opinion might differ considerably from that of another, and it would be almost impossible to draw an arbitrary line of demarcation. Determination of quality of any perishable item is difficult, but in the case of apples, for example, one might detect whether they were wormy or sound, and with carrots, whether they were shriveled or firm. But with fish it would be hard to describe any generally discernable differences in grades.

Therefore, it must rest with the individual fish producer to protect the quality of catches to his best ability. Any extra care that can be given to proper handling on board ship will

help retard the deterioration process and retain appearance to the maximum degree. The better the fish is when landed, the better the condition it will be in upon reaching the consumer.

The success of the fish business is dependent upon quality. At present, there is a seller's market, and with the public consumption of many foods restricted through rationing, there is virtually an insatiable demand for fish. Many people, both in the armed forces and in the civilian populace, are either eating seafood for the first time, or at least using it much more often than ever before. Now is the time when impressions are being formed as to the palatability, variety and ease of preparation of seafood. It is most important to produce the best quality possible. When conditions return to normal, and all foods again compete for the food dollar, the fishing industry will want to feel that it has developed a favorable acceptance for its products.

Great strides have been made in the processing and distributing functions of the business, and it will be extremely desirable for the producers of fish to capitalize fully on this progress by landing fish in prime condition. Then the careful, expeditious handling by processors, packers and distributors will guarantee the maintenance of high quality standards.

The problem of maintaining quality of fish is apparent also in England, where there are not only controlled prices to contend with, but also fishing restrictions and a zoning system of distribution. Says the *Fishing News* of that country, "So long as everything with fins on is regarded as fish, and prime material is classed in the same price level as stuff already on the edge of the gut barrel, so long will today's vicious conditions remain."

"The curse of the present situation is the stigma it is attaching to the article now on sale. The public memory is proverbially short, but in matters of faulty food, it is more persistent than many folks imagine, and all this avoidable dislike will have to be lived down. Better that customers should go short than that the idea become widespread that the products of the sea are next to uneatable. It is handicapping, if not gravely impeding the future of the whole industry and trade."

The situation in this country as regards fish quality has not become as dangerous as in England, and it may be said that in the overall picture, the average standard of quality has not been reduced seriously.

Nevertheless, constant vigilance is necessary, if we are to take full advantage of our present opportunity to insure a post-war demand for fish, that will fully utilize our potential production facilities.

Factors Influencing Future Trawler Design

George A. Colley, Pres., Colley-Maier, Inc., Discusses
Relation of Construction and Operation to Fish Quality

IN the April 1935 issue of *Fortune* magazine there appeared an article headed, "Atlantic Fisheries", which pretty thoroughly covered the fishing industry as of that time, particu-

larly the trawling fleet and the methods of handling and distributing trawler-caught fish.

Great strides have been made in the industry since that article was written. Steam has given way on the large trawlers almost completely to full Diesel-powered vessels. There has been a real shuffling of the importance of the various fleets, and the business, in general, was really looking up at the beginning of the war, when the Navy took over a very large portion of the off-shore fleet.

It would be extremely interesting to see that article rewritten, perhaps in another year or so, but one particular line stands out as sharply now as it did back in 1935, and it is my opinion that the problem emphasized in this line may be the controlling thought in the progress of big trawlers from now on. I quote this line: *The fish is a highly perishable product that starts to deteriorate as soon as it leaves the water.*

Capt. E. B. Thomas, in the October issue of *Atlantic Fisherman*, published an article entitled "Improving Fish Holds in Smaller Boats". This was very timely as, with the number of vessels cut down by war needs and with the importance of fish as a food becoming greater and meat becoming more difficult to get, it certainly is important that every fish caught be delivered ashore in prime condition, if in any way possible. I wish to carry this thought through to the larger ships and show its relationship to the entire design, construction, and operation of the vessel.

In considering after-the-war, large-trawler construction, it seems evident that these vessels will have to fish at greater distances from port. If we make no improvement in the speed of our ships, in the handling of the fish from the time it hits the deck till it's in and out of the ship and on the dock, and they are at sea a longer time before delivery to the dock, we are going to bring ashore a larger proportion of inferior fish; so, the unit pound of good fish delivered will have to stand a greater cost of production due to the fish which either will be refused or will sell at a lower figure than it should.

If the off-shore vessels have to go, for instance, to the Grand Banks, it would seem highly desirable to cut their running time as much as possible within the economical limitations of power and hull size. It would be necessary to increase the overall dimensions of the ships along with the horsepower of the propulsion equipment and, in every way, try to get the best possible combination of size, speed, and seaworthiness to cut the steaming time down as much as possible on these long runs.

Granted, that in order to get greater speed, the ships would have to be larger, there would be a natural consequence that the operators would wish to be able to carry a larger paying load and would investigate the possibilities of by-product income, with the necessary space and equipment to handle it. I believe it also would naturally follow that arrangements should be made to increase the crew capacity in order to be ready for changes in handling and in labor regulations which would necessitate different length of watches, number of men on watches, etc. It also would follow that the larger, better-equipped vessels should attract the best personnel, from skipper right down the line, and accommodations, fittings, etc., should be worked out with this in view.

On the basis of the above, if we have a vessel which could

make the run to Quereau Bank in the same time that her older sister made Emerald Bank and, consequently, would cut down her running time to Grand Banks or St. Pierre in the same

proportion, we have certainly helped solve the problem of getting the caught fish ashore in approximately the same time as previously taken to get it in from the nearer banks.

The matter of handling the fish probably is going to be quite a struggle. I believe it is well known that our method of forking fish is pretty strongly criticized by various fish-fleet operators out of European ports. However, it does seem as

if, on the larger vessels which we have in mind, the washing and distribution to the hold could be handled by some other means so that the number of forking operations might be reduced. The point is that, having a larger fishing deck, it should be possible to at least attempt some change in methods which will reduce the chances of bacteria entering the fish due to the forking operations.

With reference to the stowage of the fish in the hold, it will be recalled that the Forty Fathom fleet built by the General Seafoods Corporation prior to the war had special linings and refrigeration installed to avoid, as much as possible, the contamination from the wood ceilings, or hold linings, common to previous vessels. The old wooden lining of the fish hold, pen boards, and any other exposed wood was quick to absorb gurry and bilge water, and, once absorbed into the wood structure, it is impossible to ever completely remove it.

The lower part of the hold is most liable to absorb a greater amount of contamination from this source which, of course, acts on the fish in the lower parts of the hold. I am not attempting to state the losses in income to the ships from this source, but over a period of time they must be extremely serious.

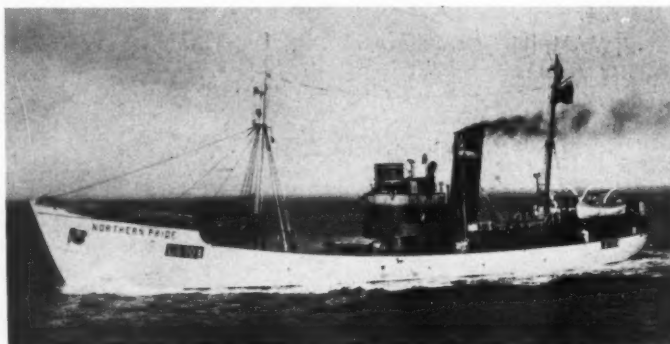
This should give us some leeway in the expenditure of time and money on improving this fish hold situation. There has been tremendous development in materials which were formerly not available, such as the various plastics. It is quite possible that something could be done with some of these materials.

Insulation, air conditioning, and refrigeration, properly applied in order to maintain temperatures and relative humidities best suited for the delivery of marketable fish to the wharf, present a solution of another phase of our problem.

Proper attention to circulation of air, elimination of all contaminated drainings as promptly as possible, together with more sanitary linings, operations, etc., in the hold itself, should go far toward answering part of this problem.

As regards the possible, or probable, size of a vessel which would have sufficient room to handle this new equipment, provide the proper speed, crew space, cargo, etc., this will require considerable study.

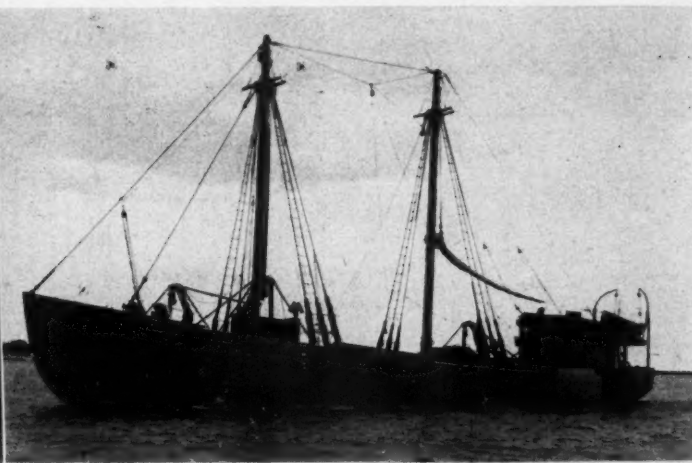
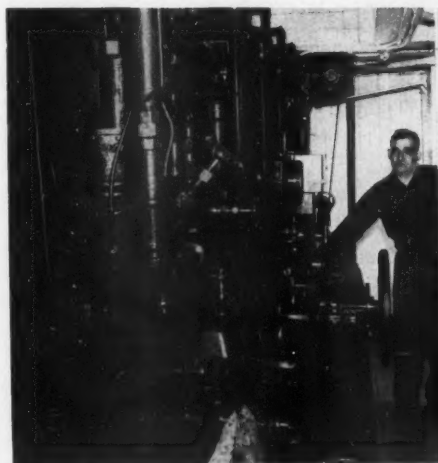
As an illustration of one of the later large steam trawlers in use out of the British Isles, the accompanying illustration of the *Northern Pride* is interesting. This vessel one of three sister ships, was well worked out with a good many of the same problems in view as discussed above and is a Maierform-lined design of approximately 175 ft. between perpendiculars, having a displacement of around 1200 tons and a top speed of 12½ knots with 1000 hp. Here, of course, we would not be interested in steam for propulsion which would be in our favor as regards length of machinery space for a given cruising radius, and we would gain, also, on a basis of the amount of power for weight involved.



The 175 ft. Maierform-lined British trawler "Northern Pride".

"Pollyanna" and "Killarney" Converted

Gorton-Pew Twin-Screw Dorymen Now Single Drive
Draggers, with More Power and Greater Capacity



Above, engineer Douglas Firth and the 400 hp. Atlas Diesel which powers the converted 108 ft. Gorton-Pew vessel "Killarney", of Gloucester, shown at right. Below the vessel is her skipper, Capt. J. Alphonse Boudreau.



TWO old timers of the Gloucester dory trawler fleet, the *Pollyanna* and *Killarney*, operated by Gorton-Pew Fisheries Co., Ltd., have been rejuvenated into trim, modern draggers. During their first few trips following conversion these vessels have proven very successful, and have demonstrated the possibilities of profitably renovating aging craft. The Captains of both boats have remarked that they handle fine and tow wonderfully well.

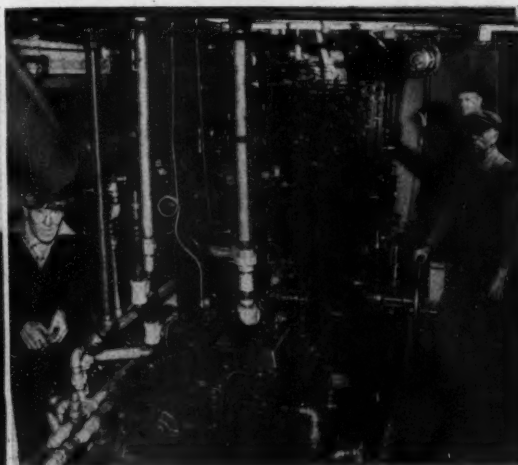
Today the vessels are virtually as good as new, with their capacity increased at least 25%, and their power doubled. They will add over 5 million pounds annually to Gloucester's fish production, which in turn will help supply the food needs of the armed forces, for which a large percentage of Gorton-Pew's output is packed under Army supervision.

In her first month of dragging, the *Killarney* landed 362,000 lbs. of fish in 3 trips, while the *Pollyanna*, in the same number

(Continued on page 30)



At left, Capt. David Pino, skipper of the "Pollyanna", shown below, and her 300 hp. Atlas Diesel with Alex Grimes of the Gorton-Pew machine shop on left; engineer Clifford Fay right front, and Bob Anderson, also of Gorton-Pew, behind.



F. J. O'Hara Increases Freezing Capacity

Rockland, Maine, Plant Has a New Tunnel-Type Freezer Designed for Synchronized Production

A FORESIGHTED program of continual expansion and improvement since its establishment in Rockland, Maine, 3½ years ago, has made the plant of F. J. O'Hara & Sons, Inc., an outstanding producing unit of the fishing industry. It has the first truly straight line system of frozen fillet production, in which the operations of unloading, cutting, packing and freezing are closely coordinated. A special feature of the plant is its tunnel quick freezer, the first of its kind, with a capacity that is balanced with a steady flow of packaged fish.

Originally, the O'Hara property consisted of two separate buildings. One of these, containing the unloading and packing facilities, projects into the harbor with dockage on three sides; while the other, containing the old freezer and cold storage is located on the shore, some distance beyond the first. In order to eliminate the necessity of trucking packed fish from one building to another, it was decided to form one integral plant by erecting a new "L" shaped structure in the intervening space.

In accordance with this plan, a 76' x 42' cold storage structure, adjoining the old freezer building was erected, and this in turn was connected to the packing plant by a 54' x 12' section which houses the new tunnel freezer.

The new additions are ideally constructed for fish plant use, being permanent, watertight, rat-proof, virtually fire-proof, and flexible enough to absorb the shock of boat docking.

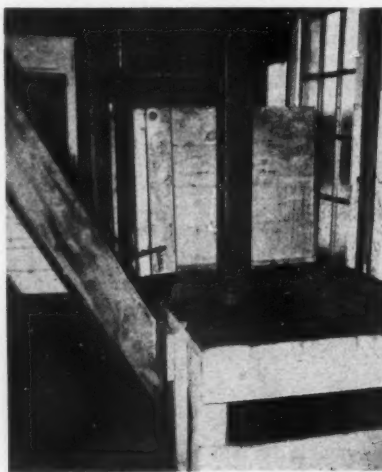
The outside of the walls is covered with asbestos side-wall shingles, and the inside is sheathed with asbestos wall board. Space between the 2" x 8" framing is filled with regranulated cork.

The walls are of parapet design, extending 2' above the roof, with provisions for adding a contemplated second story.

The storage room floor has 2" of cement over 6" board cork, while in the freezer there is 8" board cork with wooden floor except that under the coils, which is cement.

The packing plant is 125 x 90, and has concrete floor and galvanized metal sheathed walls. The first floor contains a cooler and the office. The second floor has deluxe locker rooms with shower baths, as well as storage space for supplies.

In unloading boats at the outer end of the plant, the fish are dumped into a 200 lb.-capacity, metal lined, weighing



Fish unloaded at the F. J. O'Hara Rockland, Me. plant come through the window at right, are dumped in the weighing box, from which they are emptied on to the conveyor that carries them to the scaling machine or storage bins.

box, which has a sloping bottom that permits the fish to slide out on to a conveyor when the side of the box is tripped open. The conveyor belt carries the fish directly to the scaler if required; otherwise by means of plows they are guided into storage bins. The round fish storage room is housed in a 26 x 16 projection of the main plant, and has 5 bins on either side of the conveyor, each holding 5,000 lbs. The room is completely insulated with cork, 8" thick on walls and ceiling, and 4" under the cement floor, and sheathed with galvanized metal.

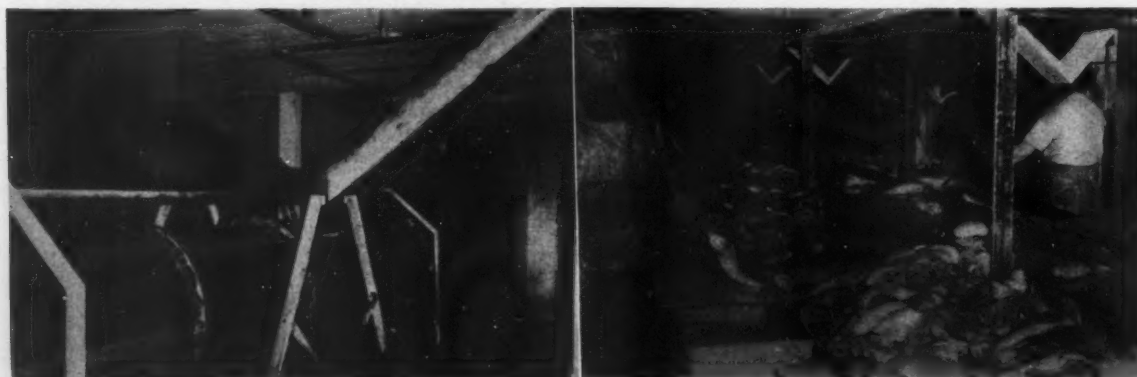
The rotary scaler is 22' long, and is operated by a 5 hp. reduction gear motor at 20 rpm. A conveyor belt picks up the scaled fish and drops them on another belt which runs the length of the 36' cutting table, which has space for 13 cutters on a side. The fish are guided into a rounded trough either side of the belt, as needed by the cutters. Waste is dropped into a chute at the outer edges of the table, which discharges on to the return belt to be carried outside the plant.

After candling and packing, the fish are loaded on a truck which runs on a track into the freezer. On the rear end of the 72" x 34" truck platform is attached a 6' high insulated wall section, extending to the floor, with dimensions identical to those of the tunnel, so that it forms a compartment door.

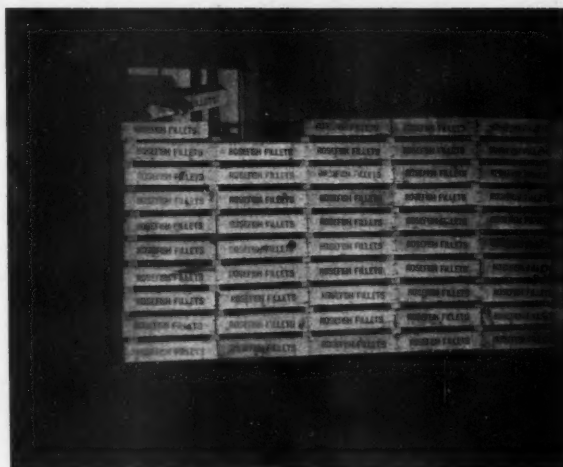
The truck holds 240 ten pound boxes, which are piled against a stop rack that hinges against one side of the truck. The truck is pushed into an ante room, and then into the first compartment of the tunnel freezer. A truck load represents one hour's packing, and after each hour, the truck is moved to the next compartment to make room for additional incoming ones. Since freezing time is 6 hours, and there are six compartments, there is a continuous flow in and out of the tunnel at the speed of cutting and packing production.

After the trucks leave the tunnel they enter another ante room from which they are wheeled into the cold storage room to be unloaded. When empty they are sent back to the plant on a 68' x 6' outside, canopy-covered return ramp. There are ten trucks, which allows four to be available for loading and unloading.

The equipment in each chamber of the tunnel consists of six blizzard type freezing coils, complete with headers, equalizing liquid lines, frames and oil drain valves. The coils contain



Left: the rotary scaling machine, showing in the background the storage bins and the conveyor which carries fish from the unloading platform. Right: the cutting table with center belt conveyor, which brings fish from the scaler.



Left: a truck being loaded with boxes of fish, which will be rolled into the tunnel freezer. Right: Sumner Whitney and Edwin Kendrick in one of the tunnel freezer compartments, into which a truck load of fish is placed, showing the blowers and refrigeration coils.

3,000 square feet of surface, and are located on one side of the freezing space. On the opposite side, there are four 21" axiflow fans with steel wheels, direct connected to 1½ hp. general purpose, 3 phase, 340 volt, 60 cycle, 1800 rpm. motors. The fans blow air through the space between boxes on the truck, and this warm air flows over the coils where it is cooled, and then circulates through a space over the freezing section to be sucked in at the back of the fans, thus completing a circuitous flow. The air velocity is 3,000 ft. per minute, and the maximum temperature is -60°.

To provide additional refrigeration needed for the new storage and freezer, considerable new equipment has been installed in the old engine room. Included are a 13¼ x 9 ammonia booster with synchronous motor drive, operated by a 100 hp., 3 kw. General Electric motor generator set; a 9 x 9 second stage compressor with 60 hp., 2 kw. General Electric motor generator set; a 26" diameter, 12' condenser used in conjunction with the old 26" x 9' unit; a 24" x 14' ammonia receiver; a 16" x 12' water cooled inter cooler, two 4" Goulds circulating water pumps, direct connected to 3 phase, 440 volt, 60 cycle, 1750 rpm. motors, each having a capacity of 575 g. p. m., at 72' total head.

At present the Rockland plant is handling the production of 18 independent boats, and there is dockage space for 8 at one time. The plant gives employment to approximately 100 people, of whom 80 are women.

Ample boat icing facilities are available on the dock, where a Creasy ice breaker supplies requirements from the Company's ice plant, which has a daily output of 30 tons. The Company maintains an outfitting loft, where fishing gear of all description is stocked to meet fishermen's requirements.

The total storage capacity of the plant is ¾ million pounds, with 450,000 having been added by the new addition. Upon

the completion of a second story over the new storage room, capacity will be increased another ½ million.

The new freezer and cold storage will be used mostly for redfish, which represent about 75% of the Company's output. The old freezing plant will continue in use, primarily for groundfish which are packed in 15 lb. boxes. It can freeze 24,000 lbs. in 20 hours.

Previous to the opening of the O'Hara plant, total Rockland fish landings averaged ¾ million annually. At present O'Hara alone is handling about 1 million pounds per month, and with a full labor force it is estimated this could be doubled. If the plant operated on a 24 hour day, the total potential fish production that could be handled would be 1 million pounds per week, since about 75% of redfish is waste after filleting.

Robert S. Ziehm of the Frick Company laid out the new freezer and storage facilities, in collaboration with members of the O'Hara organization. All refrigerating machinery is of Frick manufacture.

O'Hara's future plans call for the erection of a fish meal plant, addition of a salt fish department, and installation of machinery for making wooden and paper fish boxes. It is the desire of the Company to have a self-contained plant with every facility needed to carry on all operations connected with the fish business.

In addition to its Rockland plant, the O'Hara Company operates plants at Portland and Boston. They now have a fleet of four 82 ft. draggers, the *Notre Dame*, *Fordham*, *Villanova*, and *Jeanne D'Arc*, each of which is powered with a 6 cylinder, 9 x 12, 215 hp. Superior Diesel.

Officials of F. J. O'Hara & Sons, Inc., are Francis J. O'Hara, President; Thomas Cummings, general manager; Phillip Sullivan, Boston plant manager; John Sullivan, Portland plant manager; Francis Donahue, office manager for Boston and Portland; Sumner P. Whitney, Rockland plant manager.



Views of either end of the F. J. O'Hara, Rockland, Maine plant, showing at left the two story old freezer and cold storage, to which adjoins the new cold storage space. Right: the cutting and packing plant, and the new tunnel freezer section which is located between the plant and the new cold storage.



The new Gloucester dragger "Eugene & Rose", which was blown ashore following launching at the N. W. Montgomery & Son Boatyard, Gloucester. Right: Capt. Edward Silva, owner of the boat; Mrs. Silva, sponsor; Nicholas W. Montgomery, builder.

Gloucester Landings Set Record

LANDINGS for all boats at Gloucester during 1943 totaled 170 million pounds, an all time high. This represented an increase of about 7% over 1942 landings of 158 million. Included in last year's catch were 87,866,000 lbs. of redfish, 25,057,000 lbs. of mackerel and 12,164,000 lbs. of whiting.

The biggest money maker in the Gloucester fleet last year was the *Columbia*, Capt. Matthew Sears, which had a gross stock for 12 months of \$342,420, with the crew sharing \$16,513 each.

The redfish king was Capt. Joe Novello of the *Bonaventure*, who landed 3,047,000 lbs. in 24 trips. Capt. Jerome Noble, of the *Corinthian*, 1942 king, trailed by only 200,000 lbs.

The biggest producer of mackerel for the fleet's landings at all ports was the *Frank F. Grinnell*, with 2,199,000 lbs. in 41 trips. For Gloucester landings alone, the *Beatrice & Rose* was tops with 1,395,000 lbs. in 34 trips.

Among whiting draggers, the *Mary* took first place for the year, catching 645,000 lbs. in 38 trips. Close behind was the *Little Joe* with 611,000 in 31 trips.

Montgomery Launches "Eugene & Rose"

The 67' x 16' 6" x 7' dragger *Eugene & Rose* was launched New Year's Day by N. W. Montgomery & Son, Gloucester. Her Captain-owner is Edward Silva, also of Gloucester, whose wife performed the christening.

A fifty-mile gale carried the craft against the shore of a nearby ice filled cove, but she was hauled off undamaged by Capt. John Leveille's gill netter *No-More*.

The vessel has a fish capacity of 70,000 pounds, and there are accommodations for 6 in the fo'c's'le, one in the pilot house and one in the engine room. She has a full hull and sharp bow.

The *Eugene & Rose* is powered with an 85-100 hp. Atlas Diesel, turning a 42 x 32 Columbian propeller. The winch is of Hathaway make, and the range a Shipmate. John T. Love Welding Co. supplied the 1800-gallon-capacity fuel tanks, engine exhaust and silencer and sheathing. The 300-gallon water tank is galvanized. The vessel will be ketch rigged, and is expected to be ready for groundfishing next month.

"Thomas D." Launched

The 96 ft. dragger *Thomas D.* was launched January 1 for Gloucester Seafoods Corp., by W. A. Robinson, Inc., shipyard, Ipswich. She will be powered with a 260 hp. Cooper-Bessemer Diesel.

New England Winches for Two Vessels

The United Fisheries vessel *Leonora C.*, Capt. Antone Sears; and the *Mary A.*, Capt. Whiffen, are being equipped with Model W700 New England worm gear trawl winches, having a 10:1 gear ratio, a new drum clutch arrangement and respective drum capacities of 450 fms. $\frac{3}{4}$ " and 350 fms. $\frac{3}{8}$ " wire rope.

Fishermen Return to Boats

BOSTON, New Bedford and New York fishermen have resumed fishing following an 8-week tie-up. Voting by Union members in each port favored ending of the strike, which had been called in protest to OPA ceiling prices.

The strike break-up had its beginning in New Bedford, where a dissatisfied group of smaller boat fishermen members abandoned the Atlantic Fishermen's Union and joined non-union fishermen in forming the Greater New Bedford Independent Fishermen's Association.

Boston vessels started putting to sea on the 17th. New Bedford boats, which resumed fishing several days earlier, started landing catches again on the 14th.

Time out for the strike was not a total loss to the boat owners, since they had a good opportunity for overhauling, painting and repairing their equipment. Likewise, plant operators were able to give their quarters a thorough housecleaning and renovating.

Boston 1943 Landings Drop

TOTAL landings at Boston for the year 1943, according to Fish and Wildlife statistics, were 143,450,000 lbs., representing a drop of 27% from the 1942 figure of 195,670,000 ad 53% below the 1941 receipts of 303,560,000.

With no landings from off-shore vessels on account of the tie-up, and only a limited catch by inshore craft, the December landings at Boston hit a low of 150,625 lbs. In December 1942, 7,574,000 lbs. were discharged.

"Wm. J. O'Brien" High-Liner

The high line vessel of the Boston fleet for 1943 was the *Wm. J. O'Brien*, owned by R. O'Brien & Co. She stocked \$518,000 on landings totaling 5,635,000 lbs., which were caught in 35 trips during 294 days at sea.

Boston Landings for December

(Hailing fares. Figure after name indicates number of trips.)			
Annie (3)	21,200	Lawrence Scola (1)	6,000
Annie & Josie (1)	10,500	Lillian & Anna S. (2)	24,100
Fannie F. Hickey (1)	35,600	Two Pals (2)	10,500
J. B. Jr. (2)	19,300		

7 More Draggers, 3 Trawlers To Be Returned by Navy

ANNOUNCEMENT has been made that 7 more large draggers and 3 steel trawlers are to be returned by the Government to their owners, making a total of 16.

Another dragger which was to have been returned, the 86' *Katherine F. Saunders*, was sunk after leaving Savannah.

The draggers coming back to the fishing fleet are the 116' *Gertrude L. Thebaud*, and 70' *General MacArthur*, of Gloucester; and the 84' *New Bedford*, 86' *Newfoundland*, 87' *Stanley B. Butler*, 77' *Viking* and 84' *Wamsutta* of New Bedford. The trawlers are the 141' *Hekla*, 119' *Lark*, and 103' *Weymouth* of Boston.

"Theresa D." Joins Boston Fleet

THE new dragger *Theresa D.*, recently launched by Albert Lemos, Riverside, Rhode Island, was ready for fishing from her home port of Boston early this month. Richard Dobbin is her managing owner, Capt. Benny Reed is skipper, and Arthur Trott, engineer.

The vessel's design was adapted by the owner from Eldredge-McInnis lines, with a length of 80' 8", beam of 17' 4" and draft of 8' 6". Fish capacity is 100,000 pounds. Accommodations are provided for 7 in the fo'c's'le, one in the stateroom and 2 in the deck house. A toilet is located under the starboard side of the whaleback. The superstructure has tongued and grooved outer sheathing.

Access to the engine room is from the deck house, and there is an escape hatch through a grate located in the passageway between the wheelhouse and stateroom.

The *Theresa D.* is powered with a Model 35F10, 160 hp. Fairbanks-Morse Diesel, which gives her a speed of 10 knots. The 4" bronze shaft, shaft bearing, flax packed stern bearing, balanced steel rudder and 50 x 35 Hyde propeller were furnished by Hathaway Machinery Co.

The Deseco auxiliary set, sold by Diesel Engine Sales & Engineering Corp., comprises an 8 hp. Lister Diesel connected to a 5 kw. Imperial generator, and driving Curtis compressor and Goulds pump through Kinney clutches. The Company also furnished a 5 kw. Imperial generator for the main engine; and the switchboard and electrical fixtures. There are two sets of 32 volt Willard batteries. The vessel is equipped with Submarine Signal Co. Fathometer, Hallicrafters radio telephone, Kelvin-White compass and No. 135 Shipmate galley range.

The steering gear was furnished by Edson, and consists of a D234, No. 2 Trawler-type under-cover unit with 30" radius steel quadrant, 1/2" chain sheaves, shock absorbers and leaders; and 36" bronze and wood wheel.

The vessel has a hot water heating plant with radiators in the stateroom, deckhouse and on either side of the wheel in the pilot house.

Westerbeke Fishing Gear Co. supplied the deck gear, trawl doors, nets, rope and rigging. The vessel has a special bollard arrangement, with all four located together forward of the hatches, thus providing longer lead for the wires with resultant lessened wear. There are two gaffs for hoisting out fish instead of the customary single one. The winch is a 300 fm. Gloucester model, while the hoist is of 5 hp. Gloucester make. There is an Edson No. 2 non-chokable hand bilge deck pump. Two life dories are carried over the deckhouse, with a boom to handle each.

For holding the vessel in a mooring basin during outfitting, Capt. Dobbin used a 75 lb. Danforth anchor, which he dropped over the starboard quarter in addition to a 350 lb. kedge anchor over the port quarter. When he tried to break out the Danforth, he could not move it with 7 men using two 8" block and tackle. Now he plans to replace the kedge with a Danforth of approximately one half the weight, not only because of the Danforth's holding power, but because it stows flat on the deck and can be handled by one man.

Larger Production Predicted

UNITED STATES and Alaska production of fish and shellfish in 1944 will probably reach, and may exceed, four billion pounds, according to Coordinator of Fisheries Harold L. Ickes.

The estimated production of fish and other marine foods next year is expected to be somewhat higher than the 1943 production, and greater by 300,000,000 pounds than the 1942 total. It will, however, be lower than the normal production of about 4,400,000,000 pounds.

Hope for improved production from the fisheries stems chiefly from the fact that a substantial number of new vessels will be available for service next year. Since July 1 materials have been allotted for 528 new vessels of all types. Of these



The new 80' dragger "Theresa D." at Boston Fish Pier. Right: Capt. Richard Dobbin, managing owner of the vessel. Below: the 75-lb. Danforth anchor aboard the whaleback.



261 were scheduled for completion in the last two quarters of 1943, 143 in the first quarter of 1944, 72 in the second quarter, 41 in the third, and 11 in the fourth. In some cases the completion of vessels will be held up due to lack of engines or parts of engines made necessary by the Navy's expanded program of landing barge construction, but it is believed most of the craft will be ready to enter the fisheries early enough to add to production totals.

Failure of the fishing industry to meet production goals during the past two years was largely caused by the lack of vessels, 700 of which were requisitioned by the armed services.

The pack of canned fish is expected to increase by about ten per cent over the 1943 totals. Increases are looked for in packs of salmon, Maine and California sardines, and tuna. Somewhat smaller packs of oysters, clam products, shrimp, crabs, and mussels may be in prospect, mainly because of the heavy demand for these products in the fresh state.

Retail Fish Mark-Ups Fixed

TO pass on to consuming public reductions in fish and seafood prices which already have been achieved at fishermen's level and in wholesale stages prior to retail, OPA has announced schedule of flat, nation-wide, cents-per-pound mark-ups over net cost by which retailers now must determine their maximum prices for fish.

Maine Sardine Packers Have Good Year

O THER than the peak years of 1941-42, the Maine sardine pack for 1943 will be the largest since 1903, A. M. Soule, Chief of the State Division of Inspection, reported to the Sea and Shore Fisheries Department Commissioner Arthur R. Greenleaf. Slightly more than 2,383,506 cases have been packed for an increase of almost a million cases over the 40-year average.

The large pack is significant in view of the shortages of manpower and material faced by the 36 coastal canneries packing the sardines. The canners also faced alternate scarcity and abundance of fish which kept production rising and falling during the season. The latter condition was offset somewhat by the use of offshore seine boats when inshore weirs were taking small hauls of fish. Although the use of seine boats on the Maine coast is not new, many of the larger canneries are depending more and more on this source of fish to keep in constant operation.

Of the dozen different methods of packing sardines those packed in tomato sauce took the lead with 905,595 cases packed during the season. The soya bean oil type followed in second place with 711,416 cases.

Seven of the coastal canneries packed large sea herring in round cans and brought the total pack for this type of fish to 97,922 cases. This figure is some 30,000 cases over the 1942 total.

Packers in the smoked herring industry produced an estimated 10 million pounds of the boneless fish this season for what is believed by those in the industry to be an all-time record.

The price on herring to the producer for the last quarter of the year averaged 90 cents a bushel.



The New Bedford dragger "Catherine T." following launching at Morse Boatbuilding Co., Thomaston, Me. Below: The "Whaler" which will also fish out of New Bedford, being outfitted at the same yard.



The "Three Sisters", owned by Harvard R. Beal of Southwest Harbor, Me. She is powered by a Chrysler Crown marine engine with 2:1 reduction gear and 20 x 18 propeller, which gives a speed of 9-10 knots. The engine was sold through Walter H. Moreton Corp., Boston.

Rationing Hits Lobster Fry

For years millions of the newly hatched lobster "fry" in Maine rearing stations have been fed the best ground liver that the market could supply. Millions of the famous Maine shellfish were raised from the egg to the fourth stage, or releasing stage, on beef, lamb and pig liver, the beef product being considered the best. Along came the war and the lobster was not considered eligible for a ration book, so a substitute had to be found for his daily menu.

The answer to the problem was found in the meat of sea mussels which grew on the shores near the hatchery. The meat was shucked from the shell and processed in the same manner as the liver.

Goudy and Stevens Plant Destroyed by Fire

The boat building plant of the firm of Goudy and Stevens in East Boothbay was destroyed and several boats destroyed or damaged on Jan. 9 by a fire.

Starting in the north end of the 170 x 30 ft. shed, the fire leveled the entire structure and wrote finis to the career of the old 79-ft. river steamer *Virginia* which was being converted to a fishing vessel.

Capt. Ole Christensen Dies

Capt. Ole C. Christensen of South Portland, died on January 9. He was the owner of the gill netters *Anna C.* and *Lark*.

Two New Draggers For New Bedford

TWO new draggers built for the New Bedford fleet are being outfitted by Morse Boatbuilding Co., Thomaston, Maine. They are the *Whaler*, owned by John J. Gobel, Norman W. Bowen and Robert Whewell, which is expected to sail early in February under command of Capt. Tom Keeping; and the *Catherine T.*, owned by Stanley B. Butler, which was launched last month.

The *Whaler* is 81' x 19' x 9', with capacity of 80,000 pounds. She is powered with a 6 cylinder, 180 hp., 450 rpm. Fairbanks-Morse Diesel, and is yawl rigged.

The *Catherine T.* is 87' x 19' x 9', with capacity of 90,000 pounds. She was built from the same model as the *Whaler*, with the exception of an added whaleback. She will have a schooner rig. Her power will be furnished by a 200 hp. Wolverine Diesel.

Both draggers are finished with Pettit paints, and will be equipped with Hathaway winches, deck gear, bronze shaft and stern bearing; Hyde propellers, 8 hp. Lister auxiliary Diesels, 32 volt Exide batteries, Kelvin-White compasses, Submarine Signal Co. Fathometers, Shipmate ranges and Independent steerers.

Accommodations are provided for 8 in the fo'c's'le and 2 in the after cabin.

New Bedford Landings for December

(Hailing fares, Figure after name indicates number of trips.)

Eleanor May (1)	4,000	Sevenous (1)	5,800
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Wisconsin's "Rough" Fish Take Totals 6,587,106 Pounds

SOME years ago the Conservation Department of the State of Wisconsin organized a Contract and Commercial Fishing Division, the duties and functions of which are to rid the waters of the State of rough fish; namely carp, buffalo, dogfish, sheepshead and garfish.

It has been found necessary to seine these fish out of the inland lakes and streams wherever possible in order to get the desired results. Carp are very detrimental to weed growth, the natural habitat of the game fish for hatching purposes. Dogfish, garfish and some other undesirable fish feed on game fish.

The Conservation Department also has a fishing system which is called the contract system whereby individuals obtain a contract from the Commission to fish a designated area for rough fish, to be sold to eastern markets. In such cases, the contractor pays for the supervision of the warden who is assigned to him, and also 25 per cent of the gross receipts, which goes toward the upkeep of the contract division of the department.

The permit system is used mostly in the Mississippi River area, whereby a man obtains a permit to use gill nets or seine, and fishes a designated area for rough fish.

The removal of rough fish from Wisconsin lakes and streams has brought food to the tables of millions of families since the war began. In 1943 alone, according to State authorities, 6,587,106 pounds of such fish had been removed from Wisconsin waters up to the first week in December.

Oconto, Wisconsin, Has 100 Fishermen

Located on the famous Green Bay on Lake Michigan, which was visited by Fathers Marquette and Joliet when they discovered the Mississippi, Oconto, population 5,550, has a thriving commercial fishing industry which has a total of about 100 fishermen and 3 fish companies.

When smelt were thick in the Great Lakes several years



Buck's Fish Company, owned by N. Buck, Oconto, Wisconsin.

ago, Oconto fishermen used to take a total of 4 million pounds of fish yearly. Lake herring and perch constitute 2 of the principal catches, although whitefish and lake trout are taken occasionally.

The 3 fish companies operating in this area are located on the big Oconto River, near its mouth, at a spot about 2 miles east of the city. They include Buck's Fish Co., Krueger Fish Co., and E. C. Swaer Co.

E. C. Swaer fishes out of Oconto and Pensaukee, 5 miles south, and has offices at both places. Krueger Fish Co. is owned by Henry Krueger.

Oconto is 35 miles north of Green Bay and midway between that city and Marinette-Menominee, another fishing center. The city was named for an Indian queen, "Ocontah".

Lake Trout Program

Conservation directors from Wisconsin, Illinois, Minnesota, Indiana and Michigan held a 5 day conference in Madison recently to lay plans for a fish research program aimed at increasing the population of lake trout in Lake Michigan. A permanent committee consisting of representatives from each of the 5 states has been appointed to carry out the program outlined at the conference.

Good Herring Catches

Fishermen of Bayfield county, Wisconsin, Illinois, have completed a successful herring season, lifts totalling 1,380,000 pounds, which is some 100,000 pounds above production last year. Largest daily catch was one of 11,100 pounds by the vessel *Cornucopia*, while the *Twin Sisters* had the best season's record with 130,500 pounds. Record production in this area was 2,700,000 pounds in 1940.

"C. S. Addison" Drydocked

The fishing tug *C. S. Addison*, owned and operated by George J. Sewers and Sons of Saugatuck, Michigan, has been dry-docked at the Jesiek Brothers Shipyard at Macatawa, where it will be rebuilt during the winter months. Fishing will continue during the fall and winter months with the Diesel tug *Suzanne*.

Tug "Etta" Changes Hands

The fishing tug *Etta*, formerly operated out of Leland, Michigan, by Roy Firestone and Gordon Carlson, has been purchased by Ed. Carlson of Northport. The boat is now being operated by Ed. and



Earl Bosted and Ed Kroll, commercial fishermen of Oconto, Wisconsin.

Long Island Clam Production

LONG ISLAND continues as the Nation's second largest clam producing area according to water front observers.

These bivalves come from Peconic and Great South Bays, and the North shore bay waters around Oyster Bay, Northport, Huntington, Cold Spring Harbor and Port Jefferson.

Despite the loss of about half of its clam diggers to war plants and the armed services, there are about 1,000 at it now. There were from 2,000 to 3,000 before the war.

To some, clam digging is a year round livelihood. Some work at it seasonally. The diggers put out in small motor boats. Sometimes two or three men share a boat.

Because clams are expensive to harvest in volume, there are few clam farms on Long Island. Most of the clams grow wild. Figures of the U. S. Fish and Wildlife Service, Manhattan, show that in 1940, 2,171,000 pounds of hard clam meat were harvested from Long Island's public beds, giving the clam diggers \$391,000, and 430,000 pounds of soft clam meat, valued at \$36,000. Another 636,000 pounds of hard clam meat came from private beds, mostly from oyster growers who picked them up along with oysters. Another large Long Island clam figure for that year was 660,000 pounds of surf clams, dredged 3 or 4 miles offshore and sold for fishing bait with a value of about \$30,000.

Oyster Plants Busy

All Long Island oyster plants are working over time. These plants report the holiday demand big. The quality of oysters was good. The bays were open but the oysters were not large. They have not yet attained their normal size since the Hurricane of 1938. It is expected that next year they will have attained their best merchandizable size.

Oysters have filled out very much since early Fall. The quality was never better. The plants which started out with disadvantage because of the War believe now that the season will be very good. The cold weather increases the demand.

Florida Shark Fishery Important

CONCLUDING the busiest year on record, the shark fishery supplied three-fourths of the vitamin A used in the United States in 1943 and provided steaks and fillets that were eaten by thousands of Americans who had never before thought of a shark as food.

Only recently neglected as worthless, sharks have now become one of the most important products of the U. S. fisheries, largely because of their value as a source of vitamin A, but in recent months increasingly prized as a food.

With the demand greater than fishermen can supply, more than a million and a half pounds of dressed soupfin shark were landed in Seattle during 1943—more than 8 times as much as the preceding year. Chicago, important inland market for shark from both coasts, received 100,000 pounds. New York and other eastern cities have received shark meat from the Atlantic coast, where Florida is the chief producing center.

Shark livers now make up more than 50 percent of the quantity of fish livers obtained for processing by the vitamin industry. However, because of the extremely high potency of the liver oils from certain species, sharks furnish about 75 percent of the vitamin A produced in the United States.

Sponge Production Small

United States sponge production in 1944 will continue to be small and prices will probably remain high, Dr. Paul S. Galtsoff, of the Fish and Wildlife Service has reported.

The United States is the world's largest consumer of sponges, as well as one of the largest producers. Eighty-five percent of all animal sponges come from waters off Florida or from Cuba and the West Indian Islands.

A widespread blight destroyed a vast number of sponges beginning in 1939 and recovery of the beds has been slow since the sponge is a very slow growing organism. Not only has the blight caused a drop in sponge production, but security restrictions have added to the decline. Many of the best sponges grow under waters as much as 100 miles out, and it is difficult or impossible to fish these beds under present conditions.

Florida Gets Large Haul of Mackerel

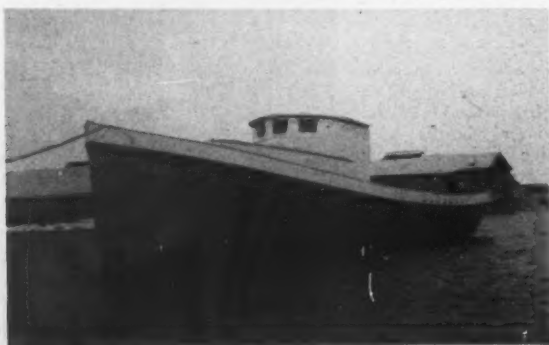
Ten commercial fishing craft brought a cargo of 60,000 pounds into Miami on December 31 to usher in one of the largest Spanish mackerel runs in years.

The fish were iced down and sent to Northern and Eastern markets and the ships returned to the fishing grounds near Rock Harbor, south of Miami.

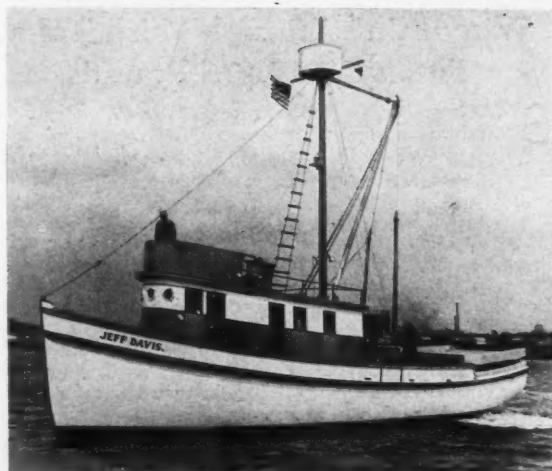
Max Swartz, president of the East Coast Fisheries, Inc., said the heavy catch was due to relaxation of Navy regulations on night fishing. More than 10,000,000 pounds of fish have been caught off Miami since November 1, he stated.

Large Pass-a-Grille Catches

Last month Weir Williams, Lew Heintz and Bob Rowley



A type of trawler that is popular with shrimp fishermen along the North Carolina Coast. This one, recently built by Paul's Boatyard at Beaufort, is 40' x 9½' x 3½', and is powered with a Gray marine engine.



The 65' "Jeff Davis", launched in November at St. Augustine, Florida, is loaned by the Burgman Tractor Company, of Jacksonville, to the Fish & Wildlife Service for a six months' period of experimental fishing. The vessel is powered with a 125 hp. Caterpillar Diesel.

were getting the most consistently large catches of amberjack and grouper among the Pass-a-Grille commercial fishermen. Rowley made a catch of 723 pounds and Heintz boated 715 pounds of amberjack and 200 pounds of grouper in one haul. Rowley got 612 pounds in one catch and Williams close to 500 pounds in another.

Big Sam Thomas and Little Jeff Howard, the fillet artists at Bell's fish house in Pass-a-Grille have been busy filleting in one week more than 8,000 pounds of mackerel purchased from anglers operating up around Dunedin, Ozone and Tarpon Springs. The fillets were packed and frozen for shipment to northern markets.

Largest catch of grouper and amberjack made recently by boats operating from the Johns Pass area was a haul of 1,546 pounds made by the *Adeline*.

Morehead City, N. C.

CAPT. OTIS is now shipping to the Fulton Market, since he converted his sport fishing cruisers into a commercial fleet. He reports business above his expectations.

Capt. Charles Tolson is reputed to be the oldest shipper of seafood products out of Morehead City, having been supplying the Eastern market since 1910.

A Famous Market and Restaurant

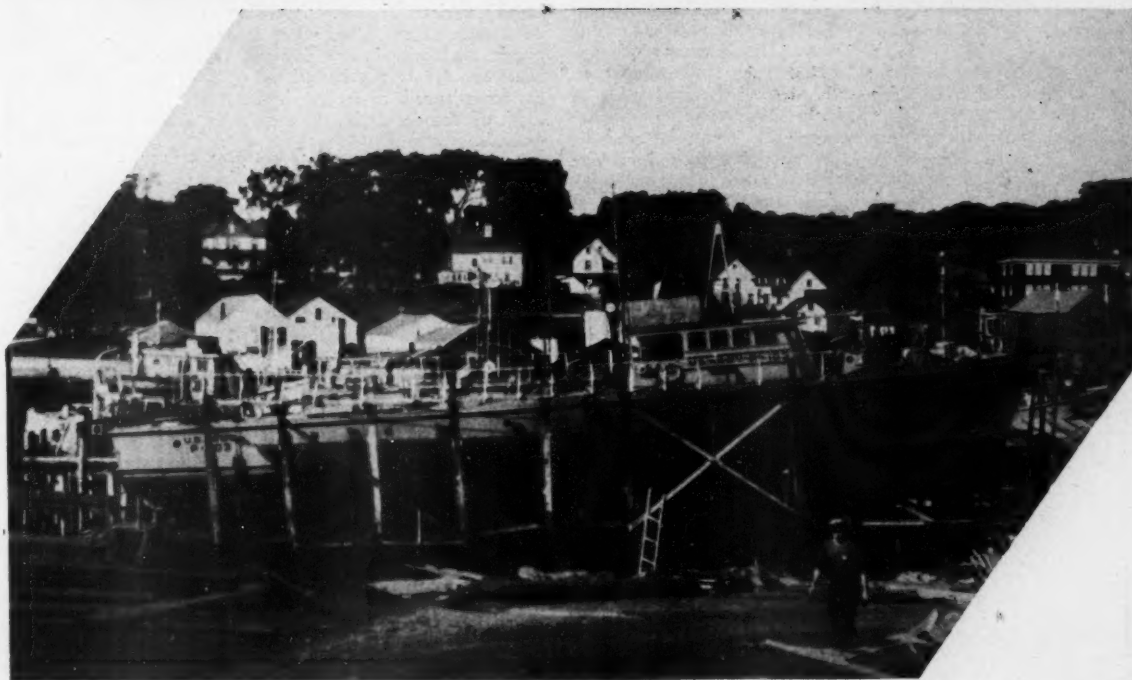
Some few years ago J. L. Seamon came to Morehead City from Davidson, N. C., many miles from the sea, but "Tony" had to find out for himself just what it was all about and became a commercial fisherman. Next in order in the school of experience on the waterfront he became a sport fisherman and owner of a cruiser type boat. Tony Seamon, gifted with a wonderful personality and a power house of energy, next opened up a small retail fish market with a few stools and a small counter to accommodate his friends and customers. Ted Garner, a local boy, was taken under the watchful eye of Tony, and now we find Ted and Tony partners in one of the most enterprising places of its kind on the entire Atlantic coast, the Sanitary Fish Market and Restaurant, which seats 100 guests.

This firm has taken over a large building across the street from the Market and Restaurant, where they prepare and pack shad roe and fish products for Eastern and Southern markets.

Beaufort

The Gulf Service Station has erected a new building with a private club room for the benefit of the sport and local fishermen, and a full line of Gulf products. Club house has showers, lockers and all facilities for the patrons, under the management of Messrs. Lewis and Willis. They have 180' dockage.

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Virginia Seeks Repletion Plan For Oyster

A RECOMMENDATION that a thorough study be made of methods of rehabilitating depleted oyster rocks was passed by the advisory board of the Virginia Fisheries laboratory at a recent meeting held at the College of William and Mary. The Virginia Fisheries laboratory, located at Yorktown, and sponsored jointly by the Virginia Commission of Fisheries and the College of William and Mary, is conducting research on the oysters in the York and Rappahannock Rivers under its director, Dr. Curtis L. Newcombe. In his report to the advisory board, Dr. Newcombe stressed the application of their findings to the work which the Commission of Fisheries is undertaking and to the development of a method for rehabilitating the many acres of unproducing oyster ground in Virginia. He pointed out that the rehabilitation of oyster rocks is a problem peculiar to the Chesapeake Bay since nowhere else do such vast areas of public grounds exist. Since but little work has been done on methods of rehabilitating Virginia's natural oyster bars, Dr. Newcombe emphasized the need for



Trotline boats in Tangier Creek, Va.—Wilford Shores' 14G59, K. Pruitt's canoe, and Warren Dize's roundstern, all from Tangier Island, and powered with 7 hp. Palmer gas engines.

selecting areas of depleted grounds and determining through carefully planned experiments the most efficient ways of restoring normal productivity, and of determining the cost of such rehabilitation work as compared with the value of the oysters that the rocks can be made to produce. For such a program to be effective it must be demonstrated on a small scale that it is economically sound. Such experiments carried through to a logical conclusion over a period of five to seven years constitute the first step necessary to providing a sound basis for properly utilizing the thousands of acres of practically barren oyster grounds in Virginia. Dr. Newcombe pointed out several progress steps that the Commission of Fisheries is now considering for improving the production of seafood in the State.

O. A. Bloxom, of Battery Park, president of the Virginia Oystermen's Protective Association, described certain economic aspects of oyster and crab production. Methods by which the laboratory can best serve the needs of the industry were outlined by J. S. Darling of Hampton, president of the Oyster Institute of North America.

Among the members of the Advisory Board are: J. S. Darling, president, J. S. Darling and Son Oyster Co., of Hampton and president of the Oyster Institute of North America; Dr. Paul S. Galtsoff, in charge of oyster investigations, U. S. Fish and Wildlife Service, Washington, D. C.; O. A. Bloxom, president, Virginia Oystermen's Protective Association; Rufus L. Miles, president, J. H. Miles Oyster Co., of Norfolk; Wade H. Walker, president, J. C. Walker Bros., Inc., Exmore; I. T. Ballard, president, Ballard Fish and Oyster Co. of Norfolk; and Paul Crockett, Associate Commissioner of Fisheries.

Dredging in Tangier Sound

Tangier dredgers, for the first time in 10 years, worked the oyster rocks in Tangier Sound before the Christmas holidays. The old rocks, they found, were producing but very little, but some new hills and ridges south of Tangier Light yielded from 10 to 20 bushels a day to the boat. Now the oyster fleet will work the beds in Pocomoke Sound.

Dredging for Crabs in the Lower Chesapeake

Tangier crab dredgers did well in the waters adjacent to Cape Charles, Virginia. According to reports, they averaged 16 barrels to the boat. One dredger, Capt. Holmer Pruitt, caught 24 barrels in one day and sold them to Crisfield run-boats for \$11.00 per barrel. Now the Tangier crabbing fleet has moved north to dredge the hibernation beds some 20 miles south of Tangier Light, since crabs are scarce on the Southern grounds.

Getting Ready for Spring Fishing

On Tangier Island now, several smudges of blackish yellow smoke rising lazily over the marshland, north, south, east of the little island town mean that the shad and herring fishermen are mending and tarring their nets. There are only 4 of them out of the 40 Spring fishermen who, fifteen years ago, used to fish in Tangier and Pocomoke Sounds. These are old men, too old for military service. Their names are: Capts. Gabral Parks, Will Parks, Joshua Pruitt, and Will Thomas.

Norfolk Area Landings Light

Norfolk area fish landings during December totalled 330,300 pounds, one half million less than November. The fish, all caught by druggers, were landed on only seven days in the month, with no landings reported after the 17th. Croakers led the varieties with 123,000 followed by 76,500 gray sea trout and 60,400 sea bass.

Maryland Oysters in Good Demand

THE dredgers and tongers made more money during the month of December than ever before. Capt. Wells Evans, of the large batteau, *Katherine*, sold to Charles W. Howeth & Bro. and Hickman & Sterling, packers of Crisfield, 400 bushels of oysters for \$3.75 a bushel, the all time high. Others sold for \$3.00 and \$3.50, just before the holidays. There has been a good demand for oysters, regardless of the high prices.

The high prices for oysters have caused a number of people to take up oyster grounds for planting. Among them are: Robert Menzel, Shelltown, 15 acres, located in Pocomoke Sound; Fred W. Maddox, Shelltown, 10 acres, located in Pocomoke Sound; A. B. Murray, Mt. Vernon, 5 acres, located in Monie Bay; Rolley Jones, Mt. Vernon, 3 acres, located in Wicomico River, a branch of the Tangier Sound; William T. Simpkins, Mt. Vernon, 5 acres, located in Wicomico River; Edwin R. Murray and G. Allen Hopkins, Princess Anne, 6 acres, located in Wicomico River.

Hard Crabs

Hard crabs sold in Crisfield market for \$15 a barrel, during the latter part of December. The crab meat packers boosted the price for crabmeat picking, on their own account, to raise the production. Like all industries, shortage of labor has been one of the greatest problems of the crabmeat packers.

Deals Island

Two of the leading seafood packing houses on Deals Island, Md., are White & Bozman, and Carl Hoffman Seafood Co., Capt. Hoffman, owner and manager. Capt. Hoffman was a member of the Maryland Legislature and took an important part in all legislation affecting the watermen and seafood industry of the State of Maryland.

Shad and Herring

The pound fishermen have been busy getting their nets, poles and other equipment ready for the shad and herring season that opens in the Virginia waters of the Chesapeake, on February 1st. The season opens in the Maryland waters on March 1st. If the weather is warm, and shad and herring begin to run in the Chesapeake, the fishermen make good catches, but if there is a freeze-up, they run a risk of the ice tearing up their nets.



SELF-PRESERVATION

Self-preservation is the first law of nature and the first duty of Government. In a democracy it is a prime obligation of citizenship. That is why we decided, shortly after Pearl Harbor, to place our entire facilities at the disposal of the Government. By doing so, we believed that our factories could contribute in greatest measure to winning the war.

In past years, it was our settled policy to confine our sales efforts to the commercial fishermen and work boat owners. We preferred to work in a field in which we had long experience, and we did not actively solicit Government contracts. Commercial business is still our decided preference, and we believe that the quickest way to make Atlas Diesels available again to all who want reliable power, is for everyone to pitch in and get this war over with.

In the meantime, we will continue to furnish Atlas Diesels in certain sizes to strategic commercial interests, when the production of such Diesel engines does not jeopardize the service we are rendering to the Government.

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Oyster tonging off Cedar Point in Lower Mobile County, Alabama. Photo by Department of Conservation.

Alabama Oyster Production Can be Increased

PRODUCTION of oysters in Alabama waters, which has declined from about two and a half million pounds in the 1890's to the low level of 936,000 pounds in 1940, could be increased by careful cultivation and harvesting, according to a survey of State waters made by the U. S. Fish and Wildlife Service at the request of the Alabama Department of Conservation.

Although Alabama's production is small compared with most other States, the quality of its oysters is high, and State conservation officials have expressed active interest in increasing the yield.

James B. Engle, oyster culturist of the Fish and Wildlife Service who completed a survey of Alabama waters in December, said that Bon Secours Bay offered particularly favorable opportunities for increased production of oysters if proper planting of shells and seed oysters were carried out.

Oysters too small for canning or other use should be returned promptly to the water, Mr. Engle said. Southern oysters ordinarily are brought into the shucking houses in large clusters composed of different sizes, and great waste results from failure to return the undersized oysters. If returned to the water within 48 hours the oysters will usually survive, according to Mr. Engle.

The survey, in which Alabama conservation officials assisted by providing boats and necessary materials, revealed the existence of additional oyster reefs not recorded in previous surveys.

Shrimp Trawling Confined to Daylight

Trawling operations of salt water shrimp catchers in the territorial waters of Alabama must henceforth be confined to the daylight hours, according to Regulation A promulgated by Conservation Director Ben C. Morgan. Under provisions of the regulation it becomes illegal to take, catch, or attempt to catch salt water shrimp by trawling between the hours of dark and daylight. Violators are subject to arrest. All conflicting regulations or parts thereof are repealed in the new regulation.

Bayou la Batre

Harry Jones, Mobile, owner of the *Ideal* brought in a total of 67 barrels of assorted fish in a single haul recently in the Bayou la Batre, shrimp capital of Alabama's gulf coastal waters. Boats operating out of the bayou returned from Gulf of Mexico waters with 1,508 barrels of shrimp recently.

Shrimp Catch Larger, Canning Less

The 1943 Gulf coast pack of canned shrimp declined about 27% from 1942, although the catch increased by about 10%, due to greater demand for fresh and frozen, shortage of canning labor, and high prices paid for fresh.

Texas Shrimping Shows Tremendous Growth

A LONG about the middle of December when bay shrimping ceases and activity in the Gulf is restricted by rough waters and early-Winter Northers, Texas fishermen around Aransas Pass begin to hunt a warm place to sit on the south side of the fish houses up and down the waterfront.

The time has come for reflection, and at the turn of the season, fishermen are spending some of their off-duty hours thinking back over the year's work and comparing it with last year's and the year before that.

Some of the skippers can think a long ways back, for many of them have fished and shrimped in Texas waters all their lives. They know the problems of the deckhand because they got their first job "decking". With some of them, that could have been '21 or '22 when things were beginning to get normal again after the last war. For some of the veterans, it could have been long before that, for many of the fellows who weigh in their catches at the Aransas Pass piers aren't "boys" any more. But they're still fishing, and they're still showing some of the younger skippers that experience can play a part in *who* comprises the "high-liner" list on the fish house ledgers at the end of the year.

Fishing isn't a new business in Texas by any means, but records on the annual shrimp production of the State are available for only the past 63 years. Some idea of the growth of this fishery, however, may be gained by comparing the annual production for the year 1880 with that of 1942-43 (the fiscal year ended August 31).

These figures, as compiled by Gordon Gunter, marine biologist, show that 637,500 pounds of shrimp were taken from Texas waters in 1880. Last year the figures were 19,022,873 pounds, or an increase of 300% over that of 63 years ago.

These figures show other significant facts about Texas shrimping. In 1923 the annual catch had risen to a meager 3,422,000 pounds, but by 1927, four years later, the annual catch had increased to over three times that figure. The rapid, almost overnight rise in the shrimp production was due to the advent of the otter trawl, which came first into use in Texas right after World War I. From then until now the increase in shrimp production in Texas has been a steady yearly affair.

Among the captains who skippered a shrimp trawler all Summer and Fall and who have outfitted to do some net fishing are Joe Massi and Jimmie Easom.

Drum, Trout and Redfish

In December last year drum was the No. 1 fish caught with trout running a very close second and redfish placing third. From the catches brought in to the fish house so far this Winter, it looks as if redfish and trout are going to rank again this year as two of the "big three".

In December 1942, trout took first place without difficulty with 116,247 pounds being caught during the month. Beginning with January and continuing on until late Summer, trout fishing will be good if past records can be used as a guide. There is usually a slacking off in the catch during September, October, and November, due probably not to a shortage in fish, but rather a shortage of fishermen. During those three months, shrimp production reaches one of the yearly peaks and most fishermen turn to either skippering a trawler or decking.

Snappers Plentiful in December

December is one of the best months for red snappers, and according to Capt. Fitzgerald, who has made two trips in his *Winnie Mae* to the banks off Port Aransas this Fall, the snappers are there for the taking. One catch of mixed sizes brought around \$400.00. The price was 20 cents a pound.

The Galveston area led the State last year in snapper production with 740,046 pounds. The Liberty Fish and Oyster Company of Galveston, who in the past has operated a large number of snapper boats, reported a heavy loss in boats from the 1942 hurricane. Over a dozen of the boats were damaged beyond repair, and only the engines will be of future use.



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Our plant represents another milestone in the pioneering program of F. J. O'Hara, who has continually endeavored to provide a better market for fishermen and a higher quality product for consumers.

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Nation's food supply by
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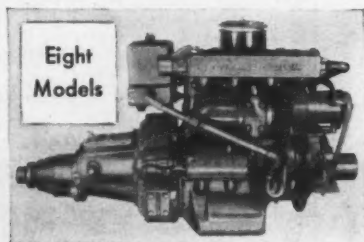
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Moreover, you will find that steady power, long life, economical operation and low maintenance costs accompany the use of every OSCO-HERCULES motor. Hercules builds them that way. . . . OSCO converts them to meet the special requirements of marine service by incorporating fresh-water cooling systems with full cylinder-length water jackets, bronze heat exchanges and manual temperature controls. Electric starting on every engine.



2 cyl.—24 hp, 28 hp,
30 hp.
4 cyl.—62 hp, 70 hp,
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6 cyl.—77 hp, 83 hp.

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Georgia Plans Big Development Of Oysters

SAM L. LEWIS, who has had wide experience in the seafood industry along the Georgia coast, having engaged extensively in the crab, fish and oyster business, announced recently a new and original development in the scientific growing of oysters, which is expected to result in a great development of that industry.

The new plan provides for the planting of oysters in salt water lakes which will tower above ordinary sea level, will maintain equal depth of water and will be supplied with a mixture of water that is exactly suitable for the rapid growing of oysters. The tide will be harnessed for the supply of salt water, and any deficiency in rain water will be supplied by flowing wells.

The project is already under way, Mr. Lewis announced, and he is being assisted in the planting by Dr. E. C. Creaser, director of Coastal Fisheries of the Georgia Department of Game and Fish.

By February 1, Mr. Lewis stated, 50,000 oyster seed will be planted, part of the seed coming from oyster beds in North Carolina. Some of the oysters now being planted may be ready to be marketed next year.

The new development will be carried on in the vicinity of Racoon Keys, recently purchased by Mr. Lewis, and which borders on St. Andrews Sound. The office of the company and the packing will be here, and in connection with the development a new and modern plant will be erected.

Shad Season Opened on January 1

The season for shad fishing in Georgia will be the same as last year. The season in the St. Mary's River will be the same as that of the State of Florida, and this river is now open to shad fishing. The season will close April 1.

For the other rivers the season will be from January 1 to March 15 in salt waters below the Seaboard Railroad, and from January 15 to April 1 in waters above the Seaboard.

Other restrictions announced by Dr. E. P. Creaser, Supervisor of Coastal Fisheries, are as follows: There shall be no shad fishing between sundown Friday and sunrise on the following Monday. (This does not apply to the St. Mary's River.) Nets for taking shad shall be 4½-inch mesh for hickory and 5½-inch mesh for white shad. Nets shall be set so as to allow one-third of the river width free for the passage of fish. Nets shall not be set within 150 feet of a net previously set.

N. J. County Seeks Federal Approval For Ocean Fishing

OCEAN County will appeal to the Navy and Office of Price Administration for offshore fishing beginning early in the Spring within a prescribed area such as a three-mile limit. The recent complete revocation of the coastal dim-out in New Jersey is believed to be the major consideration in the request which will be made in behalf of 96 power party boat captains throughout the County from Point Pleasant to Tuckerton.

For the past year and a half offshore fishing for tuna, bonito, marlin and other food and sport fish has been banned by Navy orders. Last Spring the Board of Freeholders sought relief for fishermen and learned from the Navy that security did not permit relaxation at that time.

Stonington, Conn., Makes Record Catch

STONINGTON'S fishing fleet launched a heavy attack on its fishing record January 2 when the entire group of draggers, 26 in all, sailed for the fishing grounds.

During the night half of the fleet returned, bringing in a total of 135,000 pounds of flatfish, the largest catch recorded in its history. Largest single catch was recorded by Capt. Muddock Pitts, who brought 45,000 pounds to port in the dragger William Chesebrough.

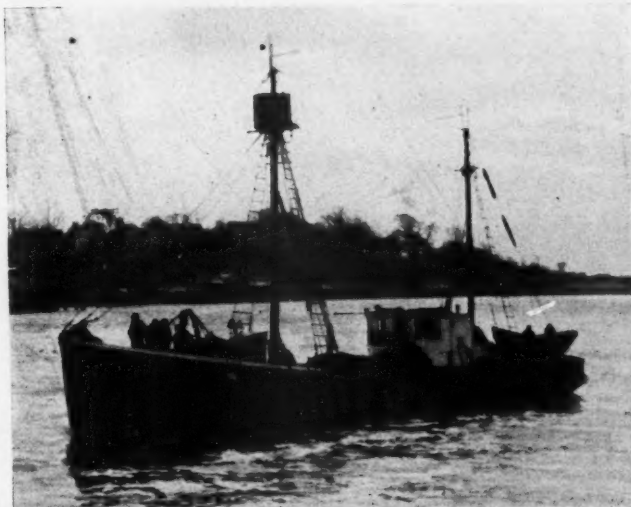
WOLVERINE - POWERED "SAINT ANN"

Again a High-Line Mackerel Seiner

The 74 ft. "Saint Ann", owned and skippered by Capt. Leo Favaloro of Gloucester, has completed another successful mackerel season as a high liner of the seiner fleet. She has now changed over to redfishing.

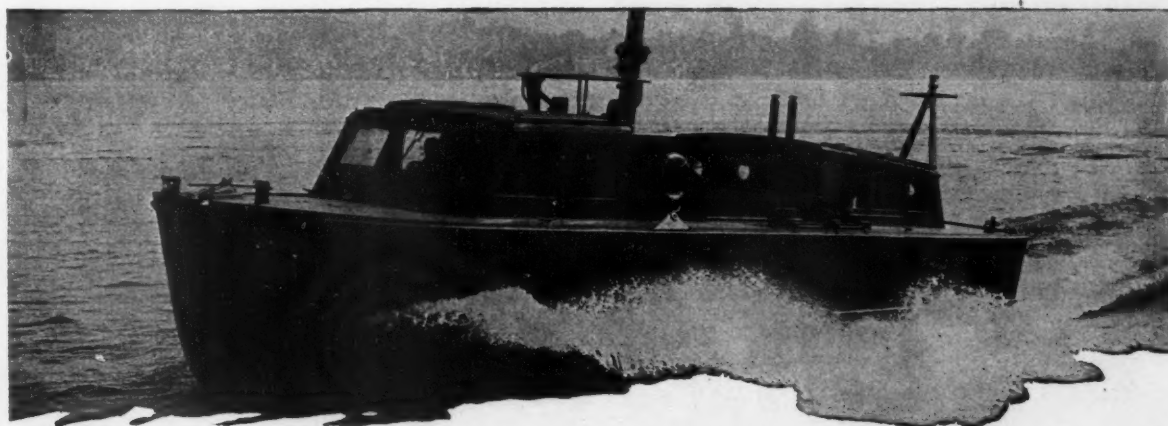
Ever since she started fishing five years ago, the "Saint Ann" has proven an able boat, both in dragging and seining. During this time she has been provided with reliable power by a 175-195 hp. Wolverine Diesel.

In every kind of fishing, Wolverines give satisfaction year after year, because of their sturdy construction, simplicity of operation and all-around economy.



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"stands up under the greatest strains such a product was ever subjected to—the strains under the high speed and minimum weight of the 45 foot Mark II Picket Boats. We wish to compliment you by saying it has held up to our best expectations in every way."

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NEWTON LOWER FALLS 62

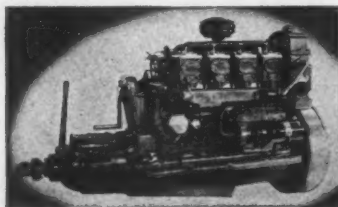
MASSACHUSETTS



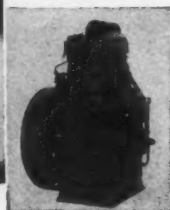
CAN BE HAND CRANKED IN AN EMERGENCY

While Palmer R. N. D. Diesels are regularly equipped with electric starters, they can be cranked by hand. Every workboat owner comes up against weak or dead batteries at some time or other so Palmer engineers have provided a way out of this difficulty. Hand-cranking is only one of the many "common-sense" features built into the Palmer R. N. D. Diesel. We invite you to acquaint yourself with the others. Write for descriptive literature. A limited number of engines are available for commercial use.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

"Pollyanna" and "Killarney"

(Continued from page 15)

of trips, landed 241,000 lbs. This is considered good fishing for winter.

Previously, the Killarney and Pollyanna were twin screw powered, and this equipment was replaced with single propulsion plants. This required the rebuilding of their transom, schooner-type sterns, and the installation of new rudder and propeller posts, shaft logs and engine beds. The hulls were completely recaulked from keel to deck, and covered with 3 coats of paint. B. M. V. No. 1052 anti-fouling paint, containing active mercury toxic, manufactured by the Marine Division of Boston Varnish Co., was applied to under water areas on the Killarney.

New rails were built, and rigging renewed. The Killarney's spars were shortened. One set of davits, carrying two life dories, was installed on each vessel.

The fish holds were deepened and lengthened, and the fo'c's'les and cabins were shortened. Whereas dory fishing requires a crew of 23-25 men, in dragging these vessels use only 12. The fo'c's'le quarters now provide accommodations for 8, instead of 12, with fore peak space given over to gear stowage. The galley ranges are Shipmates. In the cabins, space formerly occupied by the two after bunks is used for batteries, of which there are two sets of 32 volt Exides in each vessel. In place of each of the forward bunks is a 450-gallon fuel oil tank.

New elevated, extra wide, deck houses were erected, which contain spacious wheel house and adjoining Captain's stateroom. The forward visor-shielded windows are wide, but short in depth to prevent storm breakage. A 12-circuit control panel operates all lights. The vessels are equipped with Submarine Signal Co. Fathometers and Ritchie compasses.

Both vessels use Gulf fuel oil, and are equipped with Kinney hauling clutches, Independent steerers, Roebing wire rope and Plymouth cordage. A hot water heating system provides heat for two radiators in the engine room, and one each in the cabin, stateroom and pilot house.

A single cylinder, 9 hp. RND Palmer Diesel, supplied by Rapp-Huckins Co., drives the auxiliary Curtis air compressor, 5 kw. Westinghouse generator, and a 2' Goulds washing down and bilge pump.

A new arrangement for hoisting out fish is provided by niggerheads on either end of a shaft which projects through each side of the engine room trunk, and which is operated with chain and sprocket by the auxiliary engine.

The vessels are furnished with a new type filter system for fuel and lubricating oils, designed and installed by Capt. R. H. Martin of Hamilton Engineering Co. An advanced principle of filtration is utilized, which is said to keep oil cleaner for longer periods than heretofore possible. Deluxe and Commercial filters are employed in combination.

The Pollyanna was built in Essex in 1915, and has dimensions of 97.6 x 23.4 x 11.5. Her tonnage is 119 gross and 66 net, and her present fish capacity is 150,000 pounds.

She is powered with a 6 cylinder, 11½ x 15 Atlas Diesel, rated 300 hp. at 300 rpm. The engine turns a 66 x 46 Hyde propeller on a 6" bronze shaft. She carries 4500 gallons of fuel. The vessel has a new Hathaway winch, which carries 275 fathoms of 13/16" wire per drum. Capt. David Pino is skipper of the Pollyanna, while Clifford Fay is engineer.

The Killarney, also built in Essex in 1917, has dimensions of 108.3 x 23.8 x 10.8. Tonnage is 153 gross and 73 net, and her capacity is 210,000 pounds.

She is powered with a 6 cylinder, 13 x 16 Atlas Diesel, rated 400 hp. at 300 rpm. The propeller is a 72 x 46 Hyde and shaft is 6¾" bronze. She carries 5800 gallons of fuel. This vessel is equipped with a new Model WD700 New England winch, having drum capacity of 325 fathoms of 7/8" wire.

Capt. J. Alphonse Boudreau is skipper of the Killarney, while John Poor and Douglas Firth are engineers.

John McLoud, vessel manager of the Company supervised the conversion jobs, assisted by Walter Davis, machine shop foreman; and David Barry, chief carpenter. Hull work was done at the Parkhurst Marine Railway.

Thomas J. Carroll is President of Gorton-Pew, Richard Carroll is fish buyer, F. M. Bundy is Treasurer and T. J. Grace is sales and advertising manager.



SALVAGE THOSE SHORT PIECES OF

ROPE

Pieces of old rope make signal flares when used as scrap. For this purpose, our government needs pieces of old manila rope—pieces too short to be of use to you. Send all you have to your local Salvage Board. It will be put to work in the war.

You can further help by taking care of the rope you already have. Treat it with care, for by making old rope last, you are releasing new rope to those who need it most—our fighting forces.

NEW BEDFORD CORDAGE CO.

233 BROADWAY • NEW YORK, N. Y.

31 St. James Avenue • Boston, Massachusetts
Mills, New Bedford, Massachusetts

Gloucester Landings for December

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (14)	50,000	Lois T. (18)	150,400
Aliburton (14)	27,800	Lucretia (2)	6,500
Alicia (3)	37,400	Marietta & Mary (2)	52,000
Alvan T. Fuller (2)	227,000	Mary (4)	41,000
America (3)	60,000	Mary A. (3)	196,000
Angie & Florence (2)	18,000	Mary & Julia (2)	85,000
Anna Guarino (1)	4,000	Mary Curtis (2)	104,000
Annie II (2)	18,000	Mary R. Mullins (2)	152,000
Ariel (1)	4,500	Mary Rose (2)	180,000
Balilla (2)	108,000	Mayflower (2)	11,000
Bonaventure (2)	95,000	Mildred Silva (3)	185,000
Calista D. Morrill (1)	8,000	Nancy B. (1)	33,000
Caroline & Mary (2)	240,000	Naomi Bruce (21)	113,000
Catherine (12)	63,100	Naomi Bruce II (21)	123,500
Catherine B. (1)	3,000	Naomi Bruce III (19)	173,500
Cayadetta (2)	18,500	Newcastle (2)	105,000
Chebeague (1)	4,000	No More (1)	2,000
Columbia (2)	290,000	North Star (1)	15,000
Corinthian (2)	279,000	Nyoda (1)	15,000
Donald & Johnnie (1)	16,000	Old Glory (2)	104,000
Doris F. Amero (1)	55,000	Olivia Brown (2)	78,000
Edna Fae (20)	153,400	Olympia (4)	74,900
Elizabeth A. (2)	38,000	Paolina (2)	95,000
Eliza C. Riggs (16)	94,900	Phyllis A. (15)	88,200
Emily C. (1)	13,000	Pollyanna (2)	126,000
Emma Marie (3)	70,000	Portugal (1)	80,000
Enterprise (21)	153,800	Rainbow (2)	110,000
Ethel S. Huff (3)	21,000	Richard J. (3)	48,500
Eva M. Martin (4)	23,000	Richard J. II (17)	76,500
Evelyn G. Sears (2)	72,000	Rosie & Gracie (3)	115,000
Famiglia (3)	81,000	Rosie II (2)	36,000
Gertrude Brown (1)	125,000	Ruth & Margaret (2)	156,000
Gertrude E. (1)	4,500	St. Ann (1)	8,000
G. N. Soffron (2)	154,000	St. Joseph (2)	35,000
Golden Eagle (2)	175,000	St. Providence (4)	24,700
Gov. Al Smith (2)	158,000	St. Teresa (1)	3,000
Grace F. (3)	119,000	Salvatore (2)	89,000
Helen M. (2)	175,000	Salvatore & Rosalie (2)	30,000
Ida & Joseph II (3)	34,000	Sebastiana & Figli (1)	18,000
Inca (2)	34,000	Sebastiana C. (2)	74,000
Jackie B. (18)	195,300	Serafina N. (3)	50,000
J. B. Jr. (2)	19,000	Shamrock (2)	95,000
Joe D'Amrosio (2)	16,000	Spring Chicken (2)	248,000
Joire (2)	185,000	Susie O. Carver (1)	27,000
Josephine & Margaret (3)	86,500	Trimembr (1)	1,600
Killarney (2)	221,000	Vince (9)	16,800
Leonora C. (2)	210,000	Wind (3)	245,000
Little Joe (3)	80,000		

WHAT IT TAKES . . .

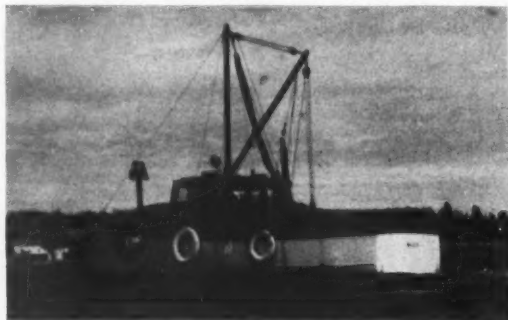


A craft out on the banks takes a sea-going breed of paint—especially in war-time when repaintings may be few and far between. For fourscore years, Pettit's have been strictly marine finishes—lasting, economical, tough. Reliable dealers carry 'em.

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AND SEE WHAT SERVICE MEANS

PETTIT PAINT CO., INC., BELLEVILLE, N. J.

CHRYSLER for Both DRAGGER POWER and ECONOMY



The 36' dragger "Maxie", owned by Capt. Charles Smiley of Manset, Maine. Powered with a Chrysler Crown reduction gear engine.

CHRYSLER MARINE ENGINES Are Now Available

To Turn Propellers up to 40"

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WALTER H. MORETON CORP.

New England Distributors

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Ederer Fish netting is known throughout the fishing industry for its rugged, long wearing qualities. It has stood the test under all conditions on every fishing ground. That's because Ederer Nets are skillfully manufactured to highest standards, and scientifically designed to fit every fishing requirement.

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Post-War Use of Marine Diesels

AT a recent meeting of the Metropolitan Section, Society of Naval Architects and Marine Engineers, in New York City, Gordon Lefebvre, president and general manager of The Cooper-Bessemer Corporation, presented a paper analyzing the trend in marine Diesel design and construction and discussing at some length the major uses expected in the post-war period based on five factors: experience, past performance, stable peacetime needs, the post-war shipping outlook, and the predictions of some of the leading naval architects and marine engineers.

"The war has caused the sudden interruption of a steady progress," said Lefebvre, "in that it has changed in many ways the requirements of engines for marine use, as well as in other fields. It may be unfair to say that it has caused a discontinuance of progress, for there is no question but what we are making more progress during the war period than we did before, not only in the application of Diesel engines to new and broader marine services, but especially in engine construction and the development of new operational features."

"However," he continued, "the point to be made is that not necessarily are too many of these wartime developments particularly advantageous for or applicable to post-war needs as seen in the immediate future". To support this statement he cited among other things the welded steel construction of Diesels and pointed out that there has been but very little weight advantage gained.

In reviewing pre-war applications, Lefebvre showed slides and referred to the average size and horsepower requirements of tugs, drill boats, river towboats, fishing boats, freighters, canalers and small tankers, coastwise vessels, dredges, ferryboats, yachts, and generating sets.

Based on analyses and reasonable expectations, Lefebvre expressed the conviction that certain fundamental engine requirements could be accurately predicted—that the marine Diesel of the future must be built in less weight . . . must require less space . . . and must be provided at a lower first cost.

Among other important factors, he stated that the greatest stride in the reduction of weight and space has been made by an increase of rotative speed and by the employment of higher ratings, particularly through super-charging; and that this type of engine has already fully demonstrated its reliability. However, in commenting on this, Lefebvre said, "The engine builder fully recognizes the limitation of propeller speeds, and it is realized that in order to make any use of the higher speed engines now so fully developed, some means must be provided for connecting such an engine to the propeller . . . more notably by the use of reduction gears, but also by means of electric drives. Unfortunately the gear drive in general has been considered none too practical without the use of some form of slip coupling. With the slip coupling added to the gear it has been a disappointing realization that in many cases the weight of the high speed engine, together with its coupling and gear, or the weight of the high speed engine, together with its electric drive, may be as great as the weight of the slow speed engine direct-connected to its propeller, and the cost comparison is no better. It is true that more recently some gear developments have shown considerable progress toward less weight and less space. It is feared, however, that the gear, at least in the form we know today, will continue to be handicapped by the necessity of some form of slip coupling".

"It is of course fully recognized", he added, "that there are many reasons for electric drive, other than to employ the higher speed engine, but it is merely pointed out that there is little, if any, weight reduction afforded. It is generally acknowledged that this transmission problem is one of the most vital at the present stage of development. There are a number of developments under way at present, each of which attempts to overcome the shortcomings of past performance, and it is quite probable that out of these developments we may arrive at a satisfactory solution".

In referring to operating costs, Lefebvre pointed out that one of the greatest strides in this direction has been the development of engines to handle heavy, less expensive fuels,



***Built for SLICK PERFORMANCE
Longer Tougher Usage***

MICHIGAN MACHINED-PITCH propellers are the product of an exclusive, super-accurate method of manufacture and of SPECIALISTS whose sole interest is the building of the smoothest-running, toughest and longest wearing wheels it is possible to buy. Next time you need a wheel try a MICHIGAN. You'll get a kick out of its superior performance; and the tougher, longer wearing qualities of its special bronze alloy will make it the most economical wheel you ever owned.

EXPERT RECONDITIONING of propellers of all makes by the guaranteed accurate MACHINED-PITCH method is available at our strategically located service stations. Write for name of the nearest one.

MICHIGAN WHEEL COMPANY • Grand Rapids, Michigan

such as Bunker "C" . . . that the trend toward higher speeds and ratings will not be hampered by a necessity of burning Bunker "C" or similar heavy fuels . . . and that engines have already been developed which will operate even at 1000 rpm. and at high supercharged ratings while handling heavy Bunker fuels.

In concluding his paper, Lefebvre referred briefly and optimistically to the post-war marketing outlook, classing the domestic users of marine Diesel power in three groups: the private operator, who uses a ship, tug, dredge, or yacht in his normal though limited business procedure or in the pursuit of pleasure; the larger marine companies engaged in extensive shipping, towing, fishing, transportation, etc.; and the government services including Navy, Coast Guard, Maritime Commission, and Army.

Hallicrafters Prizes to Servicemen

FIRST Lt. Robert Phillips, Jr., of the Signal Corps, and T/Sgt. Ervin A. Hurley, with an Air Base Squadron in the Aleutians, tied for first prize in the Hallicrafters Company cash prize contest for radio men in the service. Each of the soldiers received a check for \$100. The prizes were awarded for letters telling of their personal experiences with Hallicrafters military and naval communications equipment.

The contest is open to servicemen, either in the United States or overseas, with V-mail letters acceptable from the latter. A prize of \$100 is offered for each of five months, beginning in November and ending at midnight March 31st. Each month's contest closes at midnight on the last day of the month. Additional sums of \$1.00 each are paid for every serious letter received.

Lt. Phillips, in his prize-winning letter, told how the Hallicrafters SCR-299 was used to establish communications between an African base and London, England—a distance of 2,300 miles. T/Sgt. Ervin A. Hurley told in his letter how the SCR-299 overcomes severe radio disturbances caused by adverse weather conditions in the Aleutians.

**We Can't Afford
To Let Up Now**

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**THE 4th WAR LOAN
Starts January 18**

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The Attack**

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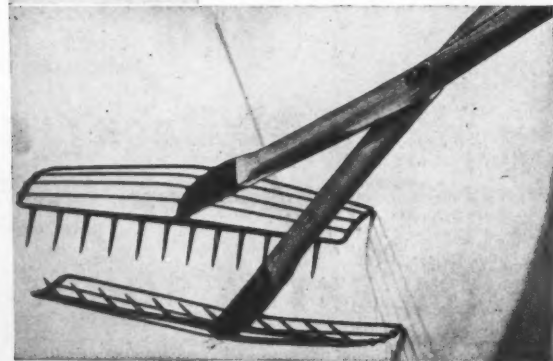
Trawl Twine and Lobster Twine

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Equipment Everywhere

Here are illustrated just a few of our guaranteed tools. All are suited to the needs of the seafood harvester and processor.

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Manufacturers Since 1895

CRISFIELD - - - MARYLAND

Fulton Market Wholesale Prices

Species	Dec. 1-11	Dec. 13-18	Dec. 20-25	Dec. 27-31
Alewives	.. ..	.. ..	.05-.05	.. ..
Bluefish	.25-.40	.25-.35	.32 1/2-.32 1/2	.35-.45
Bonito	.. ..	.. ..	.20-.25	.. ..
Butterfish	.12 1/2-.32	.08-.40	.07-.35	.. ..
Codfish, mkt.	.13 1/2-.15	.14-.15 1/2	.14 1/2-.16	.14-.16
Codfish, stk.	.12 1/2-.20 1/4	.17-.20	.17-.20 2/3	.17-.20
Croakers	.04-.18	.14-.14	.. ..	.. ..
Eels	.15-.25	.. ..	.20-.50	.. ..
Flounders	.05-.16 1/2	.12 1/2-.17 3/4	.12-.17 3/4	.12-.16 1/2
Haddock	.14-.16	.16-.16	.. ..	.. ..
Hake	.04-.15 1/2	.13 1/2-.16 1/2	.16-.16	.. ..
Halibut	.26-.28	.. ..	.. ..	.. ..
Herring	3.00-9.00	.. ..	4.00-4.00	12.00-12.00
Jewfish	.22-.32	.25-.25	.20-.20	.. ..
King Whiting	.06-.06	.. ..	.. ..	.. ..
Kingfish	.26-.29	.28-.29	.. ..	.33 1/2-.35
Mackerel	.30-.40	.. ..	.. ..	.. ..
Mullet	.11 1/2-.14	.15-.16	.. ..	.. ..
Pollock	.10 3/4-.16 1/4	.13 1/4-.16 1/4	.13 1/2-.16 3/4	.13-.16 1/4
Pompano	.60-.70	.55-.70	.65-.65	.60-.65
Red Snapper	.32-.38	.. ..	.35-.40	.32-.35
Scup	.04-.22	.04-.20	.13-.23	.. ..
Sea Bass	.06-.28	.16-.28	.18-.30	.20-.32
Sea Trout, g'y	.12-.35	.08-.10	.. ..	.. ..
Sea Trout, spt.	.18-.35	.20-.40	.35-.40	.28-.45
Shad	.12-.14	.. ..	.. ..	.. ..
Silversides	.. ..	1.50-2.50	2.50-6.00	.. ..
Smelt	.16-.35	.18-.50	.25-.50	.14-.45
Sole, g'y	.14 1/2-.17 1/2	.15 1/2-.15 1/2	.15 1/2-.16 1/2	.15 1/2-.15 1/2
Sole, lem.	.18-.18	.. ..	.18-.18	.. ..
Spanish Mackerel	.16-.22	.17-.26	.25-.32 1/2	.22-.26 1/2
Striped Bass	.23-.28	.24-.45	.45-.48	.42-.65
Tautog	.18-.18	.. ..	.. ..	.. ..
Whiting	.02 1/2-.05	.07-.08 1/4	.07-.08	.07-.10
Yellowtails	.08 1/2-.13 1/2	.11 1/4-.15 1/4	.11 1/4-.16	.13-.14
Clams, hard	2.50-14.00	3.50-22.00	5.00-18.00	5.00-22.00
Clams, soft	3.00-5.00	3.00-5.00	4.50-5.00	4.00-6.00
Conchs	3.50-5.50	2.50-4.00	.. ..	6.50-6.50
Crabmeat	.65-1.65	1.15-1.65	1.60-1.90	1.90-2.25
Crabs, hard	2.50-5.00	.. ..	5.00-5.50	5.50-6.00
Frogs Legs	1.25-1.50	1.25-1.50	.. ..	.. ..
Lobsters	.25-.80	.30-.42	.43-.60	.50-.62
Mussels	1.00-1.50	1.50-1.75	.75-1.75	1.00-1.50
Shrimp	.14-.39	.25-.33	.14-.38	.14-.39
Squid	.12-.20	.12-.25	.20-.25	.. ..

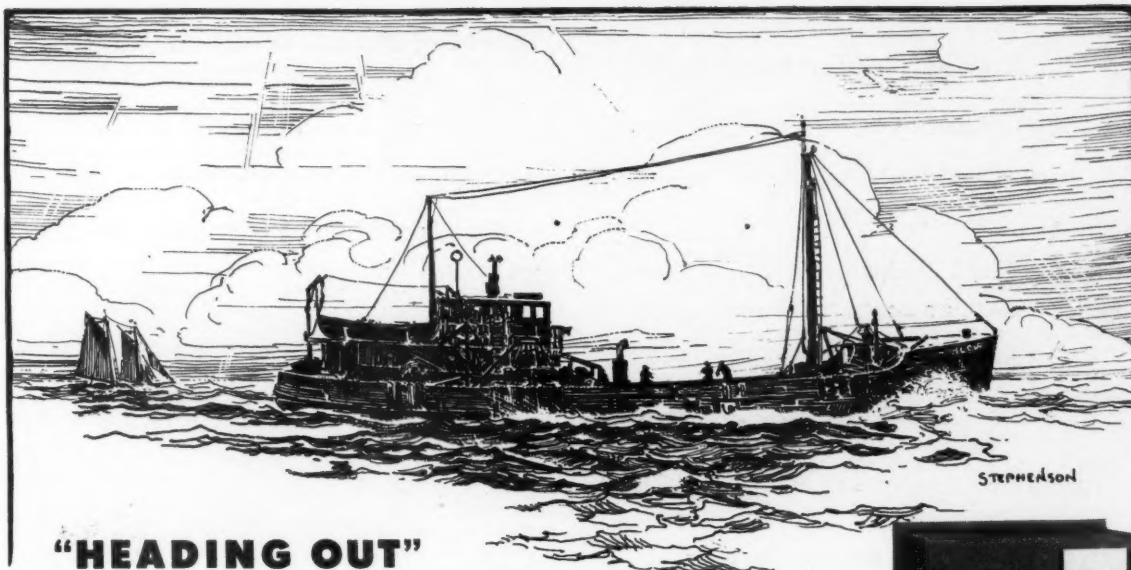
Milton Point Yard Gets Orders For Two Draggors

EXTENDING the sphere of its wartime operations to include the construction of fishing vessels, the management of William Edgar John & Associates, Inc., shipbuilders and engineers of Rye, N. Y., has announced that construction will begin soon on two wooden fishing draggors that will engage in the fishing trade out of Boston, New Bedford and Provincetown, Mass.

One of the vessels is being built for the C. G. Wadman Company, Inc., of 25 Fulton Market, New York. The other, of identical construction, is for Captain Francis Captiva and Captain John Hall, partners, of Provincetown.

Designed by George Stadel, Jr., chief naval architect of the Rye shipbuilding firm, the draggors will embody a considerable number of new developments, many of them growing out of the long fishing experience of Captain Captiva and of J. Darrow Adams, associated with the Wadman firm.

Each of the fishing vessels will be 60 feet in length, with a beam of 16 feet 6 inches and a draft of 7 feet. The power plant in each craft will be a Caterpillar Diesel engine of 135 hp. equipped with a reduction gear, ratio 2 1/2:1. The speed of the vessels will be 11 knots. There will be living quarters for a crew of five men in each boat, complete with cook's galley. Fish pens amidships will give each craft a capacity of 50,000 pounds of iced fish. It is expected the first vessel will be delivered by May 15 and the second by June 1, 1944.



"HEADING OUT"

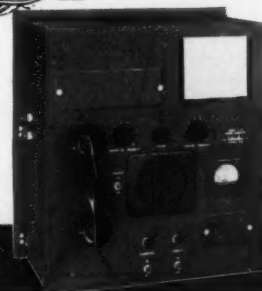
This new 110 foot trawler (illustrated), owned by a prominent fishery and operating off the east coast is equipped with the dependable 50 watt Hallicrafters Radiotelephones.

Whatever type craft you operate there is a Hallicrafters Radiotelephone designed to meet your requirements.

BUY MORE BONDS!

WORLD'S LARGEST EXCLUSIVE MANUFACTURER OF
SHORT WAVE RADIO COMMUNICATIONS EQUIPMENT

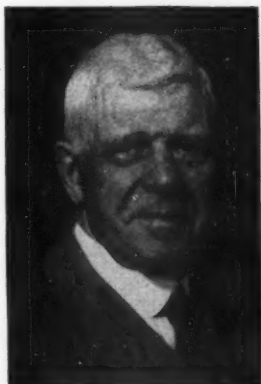
hallicrafters



William G. Irwin, Founder of Cummins Engine Co., Dies

WILLIAM G. IRWIN, nationally prominent industrialist, financier and philanthropist and one of the key figures in the development of this country's Diesel engine industry, died suddenly on December 14 in Indianapolis. He was seventy-seven years old.

The story of Mr. Irwin's part in the development of the high speed Diesel engine had its beginning a quarter of a century ago and it forms an interesting chapter in a remarkable career.



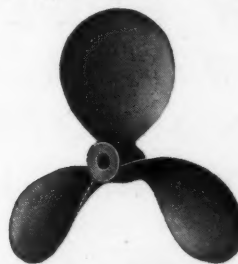
The late William G. Irwin,
founder of Cummins Engine
Company.

During the last war, in 1918, Mr. Irwin had in his employ, as a chauffeur, a young man whose ambition it was to develop a high speed Diesel engine suitable for trucks, buses, small boats and other types of mobile equipment too small to accommodate the heavy, cumbersome Diesel engines of that day. Always interested in any new developments which promised the advancement of industry, Mr. Irwin became convinced of the soundness of the young man's ideas and gave freely of his encouragement and financial backing.

The young man's name was Clessie L. Cummins and out of his early association with Mr. Irwin grew the Cummins Engine Company, which Mr. Cummins today heads as president, and the Cummins Diesel engine, which pioneered the use of Diesel power in highway transportation and many other industries.

Although always preferring to remain in the background, Mr. Irwin, as chairman of the board of directors, was continu-

The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

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**Marine Headquarters for
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Propulsion and Auxiliary Service
9 to 222 Horsepower**

Power Plant Equipment and All Accessories for fishing boats, tow boats, tug boats



**Twin Disc Clutches and Reduction Gears
for Power Take-Offs and Winch Drives
Sales and Parts Service for 20 Years**

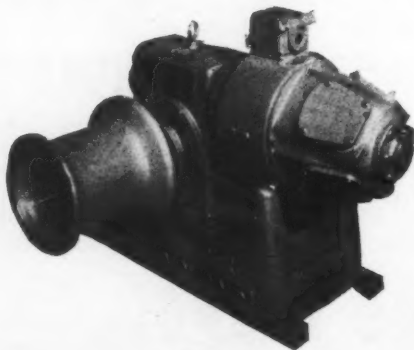


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**NEW ENGLAND
WINCHES
AND HOISTS
For The Fishing Industry**



Model No. 768

**NEW ENGLAND
TRAWLER EQUIPMENT CO.**
EASTERN AVE. CHELSEA MASS.

ously active in the company until his death, constantly adding to its resources and facilities through the early stages of growth until, today, it is one of the country's major producers of Diesel engines.

Among Mr. Irwin's survivors is a great-nephew, Lieutenant Joseph Irwin Miller, who is now on active duty with the Navy aboard an aircraft carrier. Lieutenant Miller, prior to entering the Navy in 1942, was general manager of the Cummins Engine Company.

Michigan Wheel Propulsion Booklet

"HOW to Obtain Maximum Efficiency in Motor Boat Propulsion" is the caption of a thirty-two page booklet currently being offered free of charge by the Michigan Wheel Company of Grand Rapids, Michigan.

The text of the booklet, prepared by a prominent naval architect especially for the Michigan Wheel Company, treats far more than the influence of propellers upon proper propulsion. In fact it discusses in easily understandable terms practically every factor essential to obtaining maximum efficiency in motor boat propulsion. It is used as part of the text on hull propulsion at a well known school of yacht design, and according to Michigan Wheel thousands of copies have been furnished to the Army and Navy for training purposes. Other thousands of copies have been furnished on request to naval architects, boat builders and motor boat owners. It is one of the most complete and intelligently conceived treatises on the subject of motor boat propulsion.

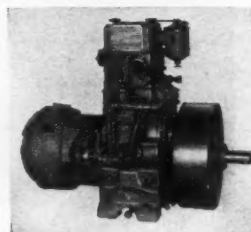
The Michigan management states that in spite of the fact that war demands have necessitated stepping up production more than ten-fold, they have succeeded remarkably well in their fixed purpose of taking care of all civilian requirements for both new wheels (on priority) and the reconditioning of damaged propellers with reasonable promptness. Neither has post-war planning been neglected. They state that plans are consummated for the most extensive and finest line of both commercial and pleasure boat wheels in their history.

New Generator Set Saves Space

A NEW compact, lightweight marine Diesel generator set is now being manufactured by Lister-Blackstone, Inc., 1706 So. 68th Street, Milwaukee, Wisconsin. The unit consists of a model CD, 8 hp., 1200 rpm. Diesel engine, close-coupled to a 4½ kw. marine type generator of any desired voltage characteristics.

The complete assembly, including water circulating pump, fuel oil filter and hand starting system, weighs only 1195 pounds. Extremely compact, the assembly is only 45 inches long, 34 inches high and 25 inches wide.

A full line of units from 2½ to 10 kw. in this new design is available, as well as combination auxiliaries embodying air compressor generator and water pump in a wide range of types.



Lister-Blackstone generator



Michigan Wheel Company booklet.

**The Fishery Council
Presents
Amos G. Chesebro**

THE oldest of the "old-timers" in Fulton Market, Amos Chesebro, retired member of the firm of Chesebro, Robbins & Graham, Inc., which he founded, is on the brink of his 89th birthday.

Born on January 14, 1855 on a farm in Stonington, Conn., Amos spent his early days helping to "till the soil". A good farmer, he became the manager of the Caleb-Haley farm in Groton, and after seven years there, had earned himself a reputation as the best cow buyer in Conn. Then he came to New York with his wife and three young children (Henry was a babe in arms then) to work for Wood & Chesebro at 150 Beekman Street, where his brother, the late Sam Chesebro, was a partner. He left after two years, forming a partnership with A. E. Potter Co., which was partly owned by Wood & Chesebro. Four years later he received an offer from Benjamin of Benjamin & West to take over the business at No. 1 Fulton Market. After consulting Sam, he borrowed the money and bought the stand. Under the firm name of Amos G. Chesebro he conducted the business himself for the next three years. In the meantime Wood had died and Sam became sole owner of the firm. He and Amos decided to throw in their lot together. That was the beginning of Chesebro Bros. which led eventually to the present firm. They began buying fishing boats and in their "palmy days", says Amos, owned about fifteen.

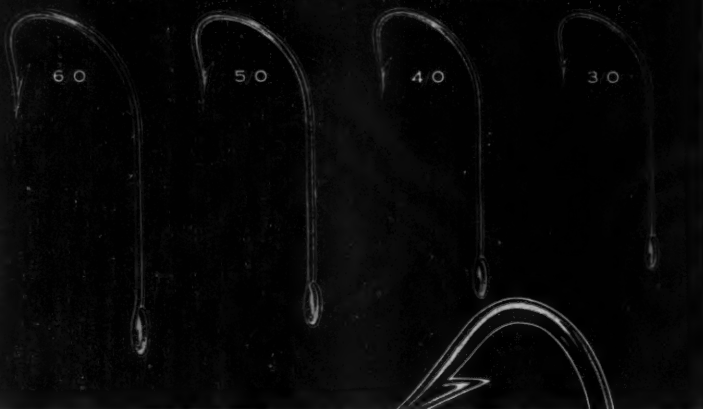
Among Amos' most outstanding contributions to the industry was the pioneering of halibut, shad and salmon shipments from the West Coast. At one time all halibut came from the East. Amos knew there were halibut in the Pacific waters so he went out there to contact a small company in Victoria, Vancouver Island, which was handling the fish. Anxious to do business, the Northern Pacific Railroad installed refrigerated cars, in addition to turning over the steamer *Edith*, at one time a ferry boat for passengers and freight, and a dock for the fish. Thus was set up the International Fisheries of Tacoma.

Amos was one of the first men to put the Florida business on a big-time basis. To solve the problem of transporting fish to the local area, he started the "Jacksonville Line", thereby saving the shippers a great deal of money.

At one time when shipments of bluefish began to thin out, Amos turned over the *Rolette*, one of the Company's boats, to some fishermen to search for the fish off the coast of South Carolina, Georgia, and Florida.

A colorful, almost fabulous character in his day, Amos Chesebro symbolizes an era when Fulton Market was young and lusty. In the words of Matt Graham, "he was a great gambler, willing to take a chance, for he had a wonderful sense of intuition."

ATLANTIC LIMERICK HOOKS



DeWitt
AMERICAN MADE
**ATLANTIC
LIMERICK
FISH HOOKS**



THE COMPLETE LINE of DeWitt Hooks offers outstanding proof of the skill of American metallurgists, the production ability of American industry and the excellence of American craftsmanship.

The Atlantic Limerick style shown here is typical of the DeWitt fish hooks being produced for the aquatic foods industry. These are the finest quality hooks it is possible to produce. They are made from scientifically developed alloy steels that assure great strength, sharp points and uniformity.

Each Atlantic Limerick hook is accurately shaped, has large ring and is heavily plated to insure longest wear. There is a complete range of sizes to meet every need.

*Write for complete list of sizes and prices.
Give your Jobber's name.*

DeWitt Hooks are in Fishing Kits used by our Armed Forces

Bill DeWitt Bait *Auburn, N. Y.*

DIVISION OF SHOE FORM CO. INC.

Our Excellent Facilities are Available for—

**SHIPBUILDING --- REPAIRS
CONVERSION --- PILEDIVING
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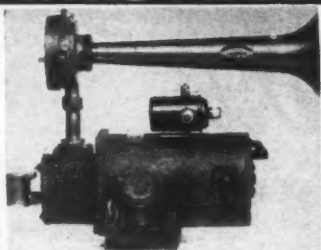
HORNS-WHISTLES

"Electro-Phonic" Air
Signal

Defense against Every
Emergency—the Fisher-
man's Sentinel — Pro-
tects Lives and Invest-
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Electro-Phonic Powerful
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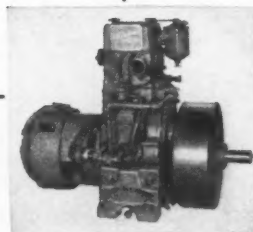
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New Brunswick Sardine Fishery Produced Well in 1943

By C. A. Dixon

AFTER winding up the 1943 sardine fishing with a flourish, the last week in December, weirmen and others reviewed the past year's work with much satisfaction, particularly those in the Parish of West Isles, Charlotte County, where an unprecedented run of small herring featured late Fall fishing from the beginning of November until the advent of the New Year. In the month of November alone weirmen in southern New Brunswick, chiefly those of Deer Island, sold sardines to the value of \$150,000.00 according to official statistics. The greater part of the sales were made in West Isles, Deer Island fishermen taking the lead, although fishermen at Campobello did pretty well, too, and some were caught at Grand Manan, but fishing there was spotty and in many cases unsatisfactory. The Old Year, however, will go down in history at Deer Island and vicinity as one of surprises. Fairly good fishing was experienced early in the year in certain areas in Charlotte County, particularly in the St. Andrews Bay region, and weirmen there made an excellent Summer's work, as did the scalers. Meanwhile Deer Island, Campobello, and Grand Manan sardine men were discouraged in mid-Summer to a considerable extent—then came the big strike in November that produced fish steadily all the remainder of the year, and still is producing as 1944 enters the picture. As a consequence, weirmen and others find themselves with plenty of money with which to purchase new equipment, and the 1944 season will see the fishermen better equipped than ever for the prosecution of the sardine fishery.

Embargo May Be Lifted

Definite word has not been received regarding the action the Canadian authorities will take in respect to the lifting of the export embargo on sardine herring that covers January and February, and thus prevents Maine sardine cannery from operating their plants in Winter. Moves are in progress to persuade the Canadian Government to lift the ban so that herring can be sold to manufacturers in the United States. Several factories at Eastport and Lubec have been put in readiness to pack fish during the Winter months, and fishermen as well as those interested in the purchase and manufacture of sardines, are hoping the embargo will be done away with. Originally the embargo was designed to cover the months of January, February, March and part of April, but in deference to protests made by Maine sardine men this period was shortened the first year of its application, and again last year to two months.

Trawl Fishing Hampered by Weather

Blowzy weather greatly hampered trawl fishing in December and although the fishermen did pretty well some days, the catches were not very large on others. Good prices compensated somewhat for the fish shortage, and Campobello boats continued in the business, and some of the fishermen are looking forward to better doings in the New Year.

Record Lobster Catches

A report from Grand Manan states that inshore lobster fishermen in that district are reported to have made the largest individual catches in many years, possibly a half century or more. The total catch at Grand Manan is said to have been greater than at any period since the counter law was enacted, and that was a good many years ago.

At least six of Grand Manan's larger boats have been engaged in freighting Nova Scotia lobsters to Grand Manan pounds, and storage cars located along the coasts of both New Brunswick and New England. It is reported that the R. J. Conley Co., Ltd., of St. Andrews bought 400,000 pounds of the Nova Scotia lobsters.

Bloater Prices Up

The price of large bloaters at Grand Manan was jacked up to \$2.00 a box, owing to competitive buying or bidding by a New York firm in the export business, and J. J. Zatzman of Saint John, N. B., according to advice received from the smoked herring producing center of New Brunswick.

Maxim Silencer Adds Star to Pennant

IN a letter dated December 9 from Admiral C. C. Bloch, USN (Ret.) Chairman of the Navy Board for Production Awards, The Maxim Silencer Company of Hartford, Connecticut, was notified of a renewal of the Army-Navy "E" Award originally presented last spring. The letter was received by Hiram Maxim, president of the Company.

On October 29, The Maxim Silencer Company received another award, this from the Treasury Department, when the Company was authorized to add the Treasury "T" and Star to their Minute Man Flag in recognition of their employees' purchase of War Bonds.

Michigan Wheel to Continue Exchange

FOR the benefit of those who need propellers but are unable to obtain a priority, the Michigan Wheel Company of Grand Rapids, Michigan, will again operate their free propeller exchange service in '44.

Through this service Michigan last year enabled hundreds of boat owners to obtain the propellers which were absolutely necessary to the continued operation of their boats.

If you need a propeller and find it difficult or impossible to obtain a priority to purchase one, simply write to the Michigan Wheel Company, advising complete details of the wheel required. When and if the wheel you need is located, you will be put in touch with the owner and you make the deal directly with him. Michigan Wheel does not enter into the actual transaction, makes no charge whatsoever for its services. On the other hand, if you have a wheel, either new, used, or even considerably damaged, which you would like to dispose of, write for a data card and register it with Michigan. Damaged wheels can be accurately restored in most cases and the one you have may be just what the other fellow needs.

This service on the part of the Michigan Wheel Company is purely a gratuitous one—their contribution to the boating field in the interest of helping handicapped boat owners to keep their craft in operation during the emergency.



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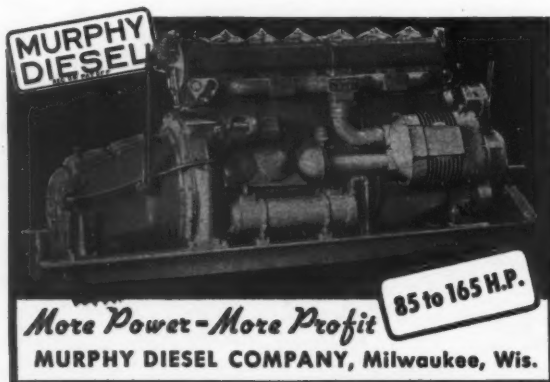
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160 STATE ST., BOSTON

Vineyard Bay Scallopers Have Good Season

By J. C. Allen

THE tail-end of December faded into the wake along with the fifth week of the tie-up of the fishermen. We dislike to call it a strike, for insofar as it affects our own gang, it is not a strike, and the OPA has ruled, as we said in the beginning, that it is not a matter involving a labor dispute. Anyhow, it is a most lamentable thing, viewed from any angle, and particularly when it is considered that larger groups, engaged in vital war productions, have been treated kindly by the afterguard who have stood absolutely solid in this matter and virtually ruled that the sea-skimmers are a bunch of pirates. Well, some of 'em may be, but there are plenty of decent, respectable men among them, who didn't want to loaf and dislike it now.

The local bay scallop season is still continuing, although things have slowed up to a great extent. Too early to get official figures on the catch, it is a foregone conclusion that it is far better than usual. True, there was a ceiling price on bay scallops this year, \$4.05 a gallon, which is somewhat less than the gang usually receive for the best culls. As a matter of fact, the best eyes shucked in local waters have sometimes brought as high as 12 and 13 dollars a gallon under exceptional circumstances, but for years, 5 and 5½ dollars have been about the rate.

The ceiling, however, didn't work out to the apparent detriment of the bay scallopers because there was no such difference noted in the prices paid for different culls as is usually seen. The average was higher, probably because the larger scallops sold as low as they did. Therefore a balance was reached which seemed to have worked out very well.

As the situation stacks up right now, with the New Year under the forefoot, there are a couple or more possibilities in view. We are anxious to see the gang try their luck again, remembering, as we do, that just before the tie-up, nobody was able to find any body of flounders. We wonder if they will strike 'em when they head off-shore again. For they will undoubtedly do this; none of 'em can afford to loaf indefinitely, just as OPA figured. They have to eat, and so do their families, and they will fish before they will starve.

However, there may not be any great change in the aspect of things alongshore, if the gang shoves off and fails to find the fish. Because, although no great notice is taken of them, it is the little fisherman who stands in the gap to a great extent, and this is the lad who is most affected, both by the price ceiling and by the shortage of fish inshore.

They don't run halfway across the ocean and lay there for a week or 10 days, but they shuttle back and forth every 48 hours, and it is their boats which land the fish in the finest condition as a rule. And so we wonder just what is to be expected, for this is the time chosen by our local authorities to open up some new shellfish beds for power-dredging of quahaugs. Tisbury waters, the bottom of which are paved with quahaugs, were open on the first of January. Our 40-foot draggers are perfect for this kind of work, and the price of quahaugs is tempting. Perhaps they won't return to off-shore fishing at all, and if they don't, who can blame them? Perhaps, also, there will be even more ground opened if this fishery proves to be successful, and it is not inconceivable that a considerable dent may thus be made in the dragger fleet in this locality.

We are not a fisherman, although we have been one, and perhaps we lack the right to spout so long and lustily. But we have never yet seen the law step in to make things different in the industry, to effect improvements, or to protect any species of sea-food, but what things went from bad to worse. We could go into details regarding the trap-fishing, seining, lobster-fishing and so on, and every fisherman will agree that following intervention by the law, the situation became worse. It cannot, however, be charged that such results came about through disregard for the law by the fishermen; no, it just seems that when nature gets a lee set, that's all there is to it. We incline to such a feeling as regards the arbitrary price-fixing of fish.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio

BILGE PUMPS

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

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COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

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American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Submarine Signal Co., 160 State St., Boston, Mass.
Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington, Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

ENGINE DEALERS

*Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

ENGINEERING SERVICE

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

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*Westerbeke Fishing Gear Co., Inc., 279 North-ern Ave., Boston, Mass.

FISH SCALERS

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Fitzgerald Mfg. Co., Torrington, Conn.

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*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

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*Colley-Maier, Inc., 92 State St., Boston, Mass.
Eldredge-McInnis, Inc., 131 State St., Boston, Mass.

*Maierform of America, Inc., 25 West 43rd Street, New York 18, N. Y.

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*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
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Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

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*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

*Preferred Utilities Mfg. Corp., 33 West 60th St., New York, N. Y.
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Snow-Nabstedt Gear Corp., 25 Fox St., New Haven, Conn.
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Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
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*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Elizabeth City Shipyard, 610 Fifth Ave., New York 20, N. Y.
Gray Boats, Inc., Thomaston, Me.
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Newbert & Wallace, Thomaston, Me.
*Parks & Gamage, South Bristol, Me.
Reed Brothers, Boothbay Harbor, Me.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Waldoboro Shipyard, Inc., Waldoboro, Me.

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*The Edson Corp., 49-51 D St., South Boston, Mass.

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*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

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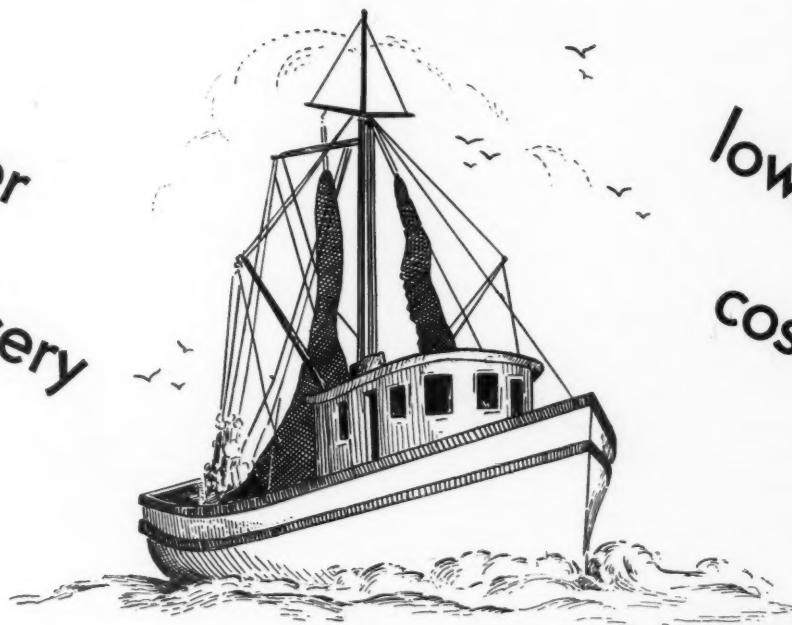
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